SOUTHERN PACIFIC COMPANY

COAST DIVISION SPECIAL INSTRUCTIONS

No. 1

EFFECTIVE SUNDAY, JANUARY 23, 1949
AT 12:01 A. M.,
PACIFIC STANDARD TIME

THESE INSTRUCTIONS CONSTITUTE A PART OF THE TIMETABLE CURRENTLY IN EFFECT

R. E. HALLAWELL,
General Manager.

V. M. PETTERSON,
H. R. HUGHES,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

A. S. McCANN,
Superintendent of Transportation.

J. J. JORDAN,
Superintendent.

RULE A. All, or portions of, the following rules have been changed. Pasters have been printed covering these changes, and employes must have the pasters in their copy of Book of Rules:

Rules
10 (H)
15
26
99
104 (D)
210
221
271
295
297
705
707
708
763
837

Definition of FIXED SIGNAL is changed to read as follows:

"A signal of fixed location indicating a condition affecting the movement of a train, such as train-order, automatic, interlocking or absolute signal; switch, stop boards, yard limit boards or speed boards."

RULE M. Employes are warned that it is dangerous to ride on top or side of cars while passing points where impaired clearance exists, and that they must protect themselves from injury. See list of impaired clearances on main track and siding.

There are numerous other structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their location and avoid personal injury.

RULE 2 (A). Watches subject to inspection must be presented monthly, between first and fifteenth, instead of semi-monthly, to a designated inspector.

RULE 4. Designated Holidays:

New Year's Day, January 1st,
Washington's Birthday, February 22nd,
Decoration Day, May 30th,
Independence Day, July 4th,
Labor Day, first Monday in September,
Thanksgiving Day, fourth Thursday in November,
Christmas Day, December 25th.

RULE 10 (J) is revised to read as follows:

"Speed boards will be located to the right of track in direction of approach where practicable, except on double track where trains keep to the left, they will be located to the left if proximity of adjoining main track prevents location to the right.

"Speed boards that prescribe reduction in speed will be located three-fourths mile from initial point of restriction. Speed boards that authorize an increase in speed will be located at the point where higher speed is permissible, and speed may be increased accordingly as soon as rear of train has passed the speed board.

(no change in Figures 1, 2 and 3)

"The higher number on speed board indicates the maximum speed of trains consisting entirely of passenger equipment, and the lower number indicates the maximum speed of all other trains. Where but one number is shown it indicates the maximum speed of all trains.

"Round yellow speed boards indicate by black figures the maximum speed of certain passenger trains designated by special instructions in the timetable or by timetable bulletin; speed indicated by oval white speed boards applies to those trains unless a round yellow speed board is displayed on same post below the oval speed board.

"Certain speed boards have the word "SIGNAL" above the figures. Such speed boards in approach to a distant signal indicate the speed that must not be exceeded while engine is passing the distant signal three-fourths mile beyond the speed board, unless distant signal can plainly be seen to be displaying proceed indication; and such speed boards in approach to a home signal indicate the speed that must not be exceeded while approaching the home signal three-fourths mile beyond the speed board, until indication of home signal can plainly be seen. The word "SIGNAL" on an oval speed board also applies to a round yellow speed board if displayed on the same post."

Round yellow speed boards apply to Nos. 96, 97, 98 and 99 handling streamlined cars only with DEP, GS, Mt, P-7, 8, 10, 12 class engines.

Following speed boards will also display yellow light. This light is to call attention to speed board, and is not a yellow signal referred to in Rule 10 (H):

Eastward MP	Westward MP
103.04	105.45
103.95	106.67
167.85	169.56
	263.05
	292.08
346.70	348.88

RULE 12 (H). Display of lighted fusee from interlocking or crossing watchman's tower requires train to stop, expecting to find crossing blocked.

RULE 14(m). That portion requiring whistle to be sounded one mile before reaching stations will not apply between San Francisco and San Jose.

RULE 17. Oscillating white light on engines so equipped is to be operated in addition to headlight, when engine is moving at night, and in foggy or stormy weather by day. It must be extinguished approaching passenger stations.

Oscillating red light on engines so equipped shall be operated by day or night, only when a train has stopped, or is stopping, under circumstances that may cause an adjacent track to be fouled, and will not in any way relieve trainmen or enginemen from compliance with Rules 99 and 102. A train or engine on adjacent track must stop at once, and may proceed only after ascertaining that track is safe for passage of trains.

RULES 17, 17 (B), 17 (C) and S-17. Headlight will be displayed by day by all passenger and freight trains as an aid to motorists. When so displayed, the provisions of Rules 17, 17 (B), 17 (C) and S-17 will not apply unless other conditions require.

RULE 19. Classification lamps on rear of DEF class engines will be considered as marker lamps by day or by night, only when such lamps are lighted.

RULE 28. In double track territory, signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

RULE 102. Should a passenger train break in two, or an emergency application of brakes occur while in motion on the grade between Santa Margarita and San Luis Obispo, or between Santa Cruz and Felton, forward brakeman will immediately go toward rear, close angle cock at opening if train has parted, set hand brakes and turn up retainers on detached portion. After train is coupled air must be applied from engine before hand brakes and retainers are released.

If necessary to leave detached portion on main track, rear truck of detached portion ascending grade, or leading truck of detached portion descending grade, must be chained to rail in such manner as to derail car should they start.

RULE 107. Freight trains must avoid passing between stations and loading tracks when passenger trains are closely approaching from opposite direction on double track, and care must be exercised by non-stopping passenger trains when approaching stations at about the same time that local passenger trains are approaching from opposite direction. When practicable non-stopping trains are to be given preference, but each train must be operated in a manner to avoid confusion and possibility of hazard or personal injury.

RULE 221. Within block system limits only, third and sixth paragraphs of Rule 221 are modified to the extent that it will no longer be necessary for train to obtain clearance if train-order signal at an open train-order office is first seen in proceed position.

If no orders are held for trains from the same direction, or if orders held are for trains originating only, the operator may clear the signal before train reaches such view-point.

Also, within block system limits only, signal may be cleared for a first-class train for which there are no orders, when orders are held for another train from the same direction, provided such orders do not restrict the train addressed at that station, and further provided that permission is first obtained from train dispatcher. Such permission must not be given if the train to which orders are addressed has passed the last open train-order office.

RULE 281B. Movements governed by semaphore type diverging route signals displaying "Proceed on Diverging Route", Figs. 1 and 2, must be made with caution.

RULES 281 and 281D. Movements against the current of traffic governed by semaphore type dwarf signals displaying "Proceed", Fig 5, Rule 281; or by light type dwarf signals displaying "Proceed Prepared to Stop at next Home Signal", Fig. 7, Rule 281D, must be made with caution, and position of switches observed.

RULE 505. AUTOMATIC BLOCK SYSTEM

PUSH BUTTONS

Where signal protection is provided for movements from an adjacent track to main track, push buttons and pilot lights are installed in box near each of the two signals, with time-release feature, to clear signals on one track when the control circuit on the other track is occupied.

Train on main track to let train on siding pass may clear signal on siding by pressing button bearing number of signal on siding. Train on siding to let train on main track pass should not pass Approach Circuit sign, but when necessary to do so, may clear signal on main track by pressing button bearing number of signal on main track.

Pilot light will appear after time-release has operated and signal has cleared.

Further instructions posted inside push-button box.

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track, or through a crossover to a main track until switch indicator indicates block clear on opposite track. Within C.T.C. limits dispatcher's permission must also be obtained before lock box door is opened.

After lock box door is opened lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock box indicates "unlocked".

Lock lever must not be returned to locked position until all movements over the switch are completed, switch returned to normal position and locked. Lock-box door must then be closed and locked. Within C.T.C. limits dispatcher must also be notified by telephone when completed.

When switch indicators indicate "block occupied", instructions posted inside lock box for operation of push button to start time-release must be complied with if movement is to be made to main track while approach circuit is occupied by another train, in addition to providing flag protection when necessary.

Emergency lock release to be used only in case of electrical or mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency lock release, dispatcher must be notified immediately, and movement made only after flag protection provided on both tracks.

RULE 535. SPRING SWITCHES

Maximum speed for trailing movement when the spring is to be actuated, and maximum speed for facing movement with switch points in normal position, as indicated in speed restrictions tables must not be exceeded.

A spring switch with facing point lock must not be trailed through unless switch target displays letters "SS" in normal position, or switch has been lined for the movement.

When a signal with triangular number plate protecting a spring switch with facing point lock displays stop indication, member of crew must open and close spring switch by hand, removing any obstruction. If signal does not then display proceed indication, switch must be hand thrown for the movement.

When a spring switch or spring derail is hand thrown, trainman so setting same must again set it for normal position after movement has been completed, unless he has arranged for another trainman to do so.

RULE 536. Wheels of tenders must not be considered as engine wheels.

GENERAL REGULATIONS

RULE 825. When cars are left on grade not protected by derails they must be chained to rail.

Fifth paragraph applies to wooden outfit cars the same as to other cars, except that diner should not be separated from kitchen car.

RULE 826. When a sign reading "Occupied Outfit Cars" is attached to switch lock, the outfit cars must not be coupled to, nor moved, until occupants have been notified, and permission given by foreman or his representative.

RULE 827. TRAIN INSPECTION

Maximum distance freight trains may run without stopping for inspection is 55 miles, except as shown in special instructions for Salinas, Santa Margarita and Guadalupe Subdivisions.

Cars bearing placards denoting contents are explosive, inflammable, poisonous, or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

RULE 831 is revised to read as follows:

"Occupied wooden frame outfit cars must be placed next ahead of passenger cars if handled in mixed trains, or next ahead of caboose if handled in freight trains.

"Women and children must not be permitted to ride in outfit cars when moved by freight train. Other occupants of outfit cars must remain inside and not ride on top, sides or between these and other cars during course of road or yard movements."

RULE 832. Wooden underframe cars of any class must be placed next ahead of caboose, except that when handled in the same train with wooden frame outfit cars they must be placed next ahead of the outfit cars.

RULE 848 applies to deadhead diners handled on rear of trains. Doors must be locked before cars are set out.

RULE 849. Steam valve on Pullman troop sleepers cannot be opened while train is in motion, and when such car is on rear of train steam line must not be cut, in any portion of train, until valve is closed on the car on each side of coupling to be opened, to avoid burning by steam.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 25. Rear end test must be made on yard drags before being moved on main track at designated stations where air brakes must be used.

PASSENGER TRAINS

RULE 39. Where rails may be slippery from oil or water from columns, or engines standing, running test must not be made until rear of train has passed such point.

MISCELLANEOUS

1. When freight trains are double-headed engines must be detached to take water.

4. Helper service:

No helper engine will be placed behind wooden underframe cars or cabooses.

Engines weighing more than 235,000 pounds on drivers will not be placed behind steel underframe cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses.

One helper may be placed on head-end, except that not more than one AC class engine, nor more than two engines of other classes may be placed on head-end of any freight train. When additional helpers are required, they will be placed back in train and cut in ahead of any cars of wooden underframe construction, and when practicable should be placed behind a loaded car.

Helper or doubleheader engines must not be placed on head-end of trains powered by DEF class engines.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

When used as helpers in rear of train, AC or MM class engines must not be coupled together, nor may more than two F, Mt, or heavier class, nor more than three smaller classes be coupled together. When coupled, larger engines must be placed ahead of smaller engines. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least four cars.

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine if it can be avoided.

Helper engine coupled in middle or rear of train must be cut off from forward portion before taking water. On grades road engine and helper must not be cut off from train at the same time without hand brakes being securely set.

4(a). Pushing trains out of yard:

No engine will be placed behind wooden underframe cabooses or other wooden frame equipment.

Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through pusher engine.

Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

In no case shall the knuckle be removed or closed, or cutting lever temporarily fastened in release position on a pusher engine, as a means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

5. Oscillating red light on rear of trains so equipped is to be operated by day and night whenever train reduces speed to such an extent that it may be overtaken by another train; while train is standing; and until train again resumes normal speed.

When backing a train so equipped, stationary white light is to be displayed in this unit as a headlight, by opening the door in which red lens is located, and locking it back, and setting the switches accordingly.

Trainmen and enginemen must familiarize themselves with instructions governing operation of these lights. They do not in any way relieve trainmen or enginemen from compliance with the rules governing observance of block signals; providing proper flag protection, or display of markers.

23. Not more than two light engines will be coupled for any road movement.

25. Electric lamps may be used for displaying white light only, except that yardmen may use green light in giving signals to trains entering or leaving yard tracks during night hours.

29. Employes operating over Government tracks listed below will be governed by SP Book of Rules, Air Brake Rules, Timetable Bulletins and Special Instructions:

Camp Cooke at Tangair,
Camp San Luis Obispo at Goldtree,
Camp Roberts at McKay,
Fort Ord at Ord,
Balloon track and spurs to unloading ramps at Ord.

SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in Speed Restrictions for Trains:

NOMINAL CLASS	RUNNING FORWARD		RUNNING BACKWARD WITH TRAIN OR LIGHT
	WITH TRAIN	LIGHT	
DEP-1, 2, 3, 4	95	70	30
DEP-5, 6	90	70	30
GS	75	45	30
Mt	75	45	30
P-7, 8, 10, 12	75	45	30
A	70	45	30
DEF-1 (6100 to 6118)	65	50	30
E	65	45	30
P-1, 3, 4, 5, 6, 11	65	45	30
T-26, 32, 37, 40	60	40	30
AC-4, 5, 6, 7, 8, 9, 10, 11, 12	60	40	25
DEF-2, 3	55	50	30
DERS-1, 2	50	40	40
M	50	35	25
T-1, 8, 9, 23, 28, 31, 57, 58	50	35	30
Mk-5, 6, 7, 8, 9	50	40	30
F	50	40	30
SP	50	35	30
B	50	35	30
DES-1 to 7, 100 to 109	40	40	40
DERS-200	40	40	40
C-2, 4, 5, 8, 9, 10, 18, 19, 26, 27, 28, 29	40	35	30
TW	40	30	30
Mk-2, 4	40	30	30
AC-1, 2, 3	40	30	25
C-15, 17	35	30	30
Mk-10, 11	35	30	30
MM	35	30	25
DES-200	30	30	30
S	20	20	20
SE	20	20	20
Any engine not listed	35	35	25

Steam or Diesel-electric engines backing must not exceed 20 MPH on all curves, and when approaching highway crossings at grade.

Diesel-electric engines hauled in train must not be moved at speed greater than that shown for the Diesel-electric engine running forward light.

Steam engines coupled tender to tender must not exceed speed permitted same engines running light backward.

Engines with tenders having water capacity of 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, must not exceed 50 MPH.

Maximum speed of engines under following conditions, running under own steam, or hauled in train:

When all weight has been removed from any one pair of drivers	20 MPH
When all weight has been removed from only one wheel of any pair of drivers	30 MPH
When engine truck is removed	20 MPH
When main rod only is removed	30 MPH
When side rod only is removed	30 MPH
When both main and side rods are removed	20 MPH
When hauled in train with all rods on	30 MPH

Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the chief train dispatcher, who will designate the train in which the engine or equipment is to be moved. Such engine or equipment must not be handled in train until train order designating maximum speed is issued.

When train order is received indicating that main track is out of service and that trains are to be detoured through a siding or other track, or over a shoofly, necessitating a reduction in normal train speed, signal 16(f) must be sounded on passenger trains one mile before reaching point where train must reduce speed, which must be acknowledged by whistle signal 14(g).

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT — MPH

Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers transported on their own wheels; and car-top ditchers when blocking and tie-down cables are removed:

On tangent main tracks, except:	35
SPMW 4044	25
On tangent branch tracks	25

On all curves 5 MPH less than speed authorized. Where speed boards in place 5 MPH less than shown on speed boards, except where speed indicated is 15 MPH or less be governed by speed boards.

Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):

On tangent main tracks	20
On curves and on branch tracks	15

Trains handling locomotive cranes with boom in place, either end forward (to be handled in work train when practicable):

On tangent main tracks	25
On curves and on branch tracks	15

Trains handling steel pile-drivers may make maximum restricted freight train speed.

Trains handling relief outfit with steam derrick:

On tangent main tracks	35
On tangent branch tracks, except:	25

Relief outfits 7014 and 7025 must not be operated on any branch, except may operate between California Ave. and Los Gatos (via Los Altos); and between Castroville and Monterey.

On all curves, 5 MPH less than speed authorized. Where speed boards in place 5 MPH less than shown on speed boards, except where speed indicated is 15 MPH or less be governed by speed boards.

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels.

Passenger trains handling steel wheel baggage-express cars in series 5810 to 5874, and foreign line steel wheel cars not equipped with high speed trucks, must not exceed 60 MPH.

When foreign line steel wheel cars are picked up at points where car inspectors are not on duty, conductor must contact train dispatcher as to applicable speed restriction governing movement.

Wooden underframe equipment must not be handled in regular passenger trains.

Extra passenger trains handling wooden underframe coaches or chair cars must not exceed 40 MPH.

Handling of freight cars in trains behind passenger cars is prohibited except passenger equipment may be placed in head-end of mixed trains when carrying personnel and equipment in connection with military and naval movements. This does not refer to a baggage, express, or mail car, or a caboose.

Baggage, express, mail, refrigerator or other head-end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

Maximum speed of deadhead equipment or passenger trains with standard caboose is 50 MPH.

Trains consisting of steam or Diesel-electric engine and caboose only must not exceed speed permitted for engines of that class running forward light; such trains must not, in any case exceed 40 MPH.

The following head-end cars will be considered streamlined equipment: 5069, 5070, 5124, 6029, 6083, 6085, 6204 and 6448.

RULE 10 (J). Speed board for westward trains at MP 9.10 located on signal bridge one mile instead of three-fourths mile from restriction.

RULE 14(d). As specified below, — — — — o will be indication that flagman may return from west as prescribed by Rule 99:

Redwood Jct.	Trains on Western Division,
Santa Clara	Trains on Western Division,
Vasona Jct.	Trains on Los Altos Branch.

RULE 14(e). As specified below, — — — — — — — will be indication that flagman may return from east as prescribed by Rule 99:

Redwood Jct.	Trains on Western Division,
California Ave.	Trains on Los Altos Branch,
Santa Clara	Trains on Western Division,
San Jose	Trains on Los Gatos Branch.

RULE 21 (C). Engines of passenger trains may display indicators between Mission Bay roundhouse and Third St. station, San Francisco; and from San Jose passenger station to roundhouse. They must be removed on arrival delivery track at roundhouse.

Gilroy Subdivision trains may display indicators and signals between San Jose and San Jose Yard.

RULE 84. Starting lights adjacent to station tracks 2, 3, 4 and 5 at San Jose for westward passenger trains are controlled by stationmaster. Conductors must not give proceed signal until starting light displays green aspect.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP		East MP
.0	San Francisco	11.48
3.83	” (San Bruno Branch)	13.64
24.44	Redwood Jct.	27.17
	” (Western Division)	28.00
43.47	San Jose	56.00
	” (Los Gatos Branch)	51.47
44.85	” (Milpitas line)	
43.74	” (Agnew line)	

When freight cars are moved from one point to another on main track within San Francisco yard limits at night, a red light must be displayed on rear of rear car.

RULE 99. Navy Dept. will do switching at Moffett Field, Mountain View; and Permanente Corp. will do switching at Permanente. When necessary for SP crews to enter jointly operated tracks they must provide adequate protection to avoid collision.

RULE 99 (C). Will apply on Los Altos and Los Gatos Branches.

RULE 103 (A). Westward freight trains while switching at Broadway must not leave cars on main track between street crossing and 3000 feet east.

Nos. 69 and 75 making station stop at Burlingame must stop east of the 17-car marker.

Trains on middle siding San Mateo, cutting crossing at 9th Ave., must clear insulated joints on each side of crossing to avoid excessive operation of crossing signals.

Speed of 10 MPH must not be exceeded entering Bayshore Highway on Moffett Field spur at Mountain View and Redwood Harbor spur, and crossing must be cleared as quickly as possible.

Western Division trains of over 39 cars with no set-out must not pass Middlefield Road crossing east of Redwood Jct. unless Signal D-269 displays proceed indication. When necessary to cut Middlefield Road crossing, do not leave cars between white marks on rail, each side of crossing.

Local freight trains on eastward track intending to leave train between Churchill Ave. and California Ave. must stop so that engine is west of Approach Circuit sign.

Westward trains must not take water at west column at California Ave. except in emergency.

Westward freight trains on Los Altos Branch must not leave cars between approach circuit sign and El Camino Real crossing while switching at California Ave.

Public Utilities Commission orders require that trains and engines must stop, and member of crew must protect traffic on the following street or highway crossings before movement is made:

Hillsdale—Crossing on Calif. Jockey Club spur,
Redwood City—Crossing on J. W. Poole spur.

RULE 104. The normal position of rigid switches at junctions is as follows:

San Bruno	San Bruno Branch, for eastward track,
California Ave.	Los Altos Branch, for eastward track,
San Jose	Los Gatos Branch, for Gilroy line main track,
San Jose Yard	Milpitas line, for freight lead,
Vasona Jct.	Los Gatos Branch for Los Gatos-Los Altos line,
Permanente	Permanente Corp., for track No. 1.

At Redwood City, Hayes derail on west end of drill track at Jefferson St., has no target or light; but sign reading "DERAIL 100 FEET" will be illuminated when approaching on drill track.

RULE 107. Station train indicators in approach to following stations will be illuminated with word "Train" if train at platform on opposite track:

Eastward: Broadway; Burlingame; San Mateo; Hayward Park; Hillsdale; Redwood City,
Westward: San Bruno.

RULE D-152. Crossovers between San Francisco and San Jose are located as follows:

Just west of Tunnel 3 San Francisco; just west of Tunnel 4 San Francisco; So. San Francisco; San Bruno; Millbrae; Burlingame; Belmont; San Carlos; Redwood Jct.; Menlo Park; Palo Alto; California Ave.; Mountain View; Sunnyvale and Lawrence.

San Mateo: When making eastward movement from middle siding to westward track switches must be lined in following order: inside switch, derail, and westward main track switch. When movement completed line switches back in reverse order.

RULE 281D. Exception: When dwarf signals for entrance to station tracks 1 to 14 inc., San Francisco, display indication as shown in Figs. 6 or 7, movement must be made with caution.

RULE 505. AUTOMATIC BLOCK SYSTEM

Yard engine movements between Bayshore and Union stock yards must be made as follows:

Flag protection must be provided on westward track until clear of main track. All members of crew must accompany engine to stock corrals. Electric lock lever and time-release knob must be operated before switch to spur can be thrown, and lock lever must be returned to normal position after movement is clear of main track and switch lined to normal position.

Movement out of spur must be made as follows: First, flagman must go to east end of Tunnel 3 and notify crew by telephone that flag protection has been provided on westward track. Meanwhile foreman must obtain line-up of trains from signal operator at Bayshore;

Second, If switch indicators at derail both indicate "block clear" derail may be lined;

Third, Unlock electric lock box and open door, and if "unlocked" is displayed, move lock lever from right to left;

Fourth, Line crossover switch in eastward track;

Fifth, Line crossover switch in westward track;

Sixth, Line switch from spur to westward track.

After crossover movement completed, return all switches and derail to normal position, recall flagman, and throw lock lever in electric lock box from left to right, close and lock the door, and proceed.

None of these switches are to be changed from normal position if switch indicators indicate "block occupied" for either track, except as outlined in instructions posted inside of electric lock box for emergency operation.

Double indicator at derail of stock spur; easterly indicator for westward track; westerly indicator for eastward track.

When Union stock yards tracks are operated by AT&SF Ry, SP crews must make movements between main track and stock yards under flag protection.

Redwood Jct.: When necessary to use drill track while switching at Pacific Paper Converters spur, main track switch and derail on drill track must be lined to reverse position before passing Signal P-274, and when clearing drill track cars must be pulled clear of drill track switch and west of Signal P-274 before lining switch and derail to normal position.

California Ave.: Junction switch No. 2 and crossover switch No. 3 are equipped with electric locks. If switch indicator indicates "block clear", lock-box door may be opened and lock lever thrown from right to left, after which switch may be thrown for movement. After movement completed return switches to normal position, throw lock lever from left to right, close lock box door and lock it.

After switches have been lined for crossover movement, if Signal 319 displays stop indication, crossover movement may be made only as prescribed by Rule 512 (B).

Locks Nos. 2 and 3 are affected by approaching trains on eastward track within limits of approach circuits, marker for which is the Approach Circuit sign, 2000 feet west of Signal 312.

Lock No. 3 is also affected by approaching trains on westward track within limits of approach circuit, marker for which is the Approach Circuit sign, 3500 feet east of Signal 339.

Trains should avoid passing Approach Circuit sign when first-class trains which normally should move in advance in order to maintain schedule are due at California Ave., from Los Altos Branch.

Trains desiring to leave the branch ahead of San Jose line trains finding the indicator displaying "block occupied", and the electric switch lock locked, may release the lock by operating time-release push button and waiting six minutes until time-release runs out and lock releases. An emergency lock release is to be used only in case of electric or mechanical failure, and will also not release until six minutes has elapsed. If necessary to break the seal to use emergency release, movements from branch may be made only as prescribed by Rule 512 (B), and train dispatcher must be notified immediately.

Instructions pertaining to operation of switches and locks are posted inside of switch lock boxes located adjacent to San Jose line switches.

San Jose: Track from signal 50 feet west of spring switch on wye to Signal 467 on Milpitas line not protected by block signals. When Signal 467 on Milpitas line displays stop indication, train must stop clear of San Pedro St. until flagman has preceded train from Signal 467 as required by Rule 509 (J) to avoid blocking street crossings.

When Signals 463A, 463B, 464, 465, 466 or 467 display stop indication, trains and engines, after stopping, may proceed with caution, provided proceed signal received from yardman at The Alameda, green flag by day, green light by night.

Signal 464 on Signal Bridge 466 is a diverging route signal only, and governs entrance into station tracks 1, 2 and 3 from station track 4, and when displaying yellow aspect movement must be made with caution. Lower unit on Signal 466 governs entrance to those tracks through crossover from station track 5. No signal protection beyond fouling point on these tracks.

When Signals 468.5, 470 or 473 display stop indication, trains and engines, after stopping, may proceed with caution, provided proceed signal received from yardman at Park Ave., green flag by day, green light by night.

Station track 5 between Signal Bridge 466 and west limit of San Jose-Lick interlocking west of San Carlos St. overpass is not within interlocking limits, but signal indication will authorize movement of trains and engines between these points on this track. This includes movement to station track 5 governed by lower unit on Signal 473 on station track 4.

Signal 463B governs all movements from station tracks 6 to 11 inc.

Starting indicators for westward trains on station tracks 1, 2 and 3 are controlled by yardman at The Alameda, and when displaying red aspect must not be passed, and when displaying yellow aspect permit movement with caution to Signal 465.

RULES 510 and 663. The following block signals, equipped with triangular number plates bearing the letter "P" have included in their control limits some special protective device. Interlocking signals are listed as "P-I" or "P-SA", and Rule 663 in addition to Rule 510 must be complied with when stopped by such signals.

Eastward Signal	Protection	Westward Signal
P-172	Four collision detectors at Poplar, Santa Inez, Mt. Diablo and Tilton Ave., underpasses, San Mateo	P-179
P-274	Spring switch, end double track on Western Division, Redwood Jct.	P-275
	Spring switch, east end station track 5, San Jose	P-I
	Spring switch, Milpitas wye, San Jose	P-I

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Redwood Jct.	End double track	Westward track

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
San Jose	East end station Track 5	Main track
San Jose	Milpitas wye switch	Milpitas line main track

Spring derails on spur to Permanente 200 feet west of interchange yard, and on west end No. 1 interchange track, may be trailed through on eastward or ascending grade movement. They must be lined for westward movement.

RULE 605. INTERLOCKING

o — sounds of whistle is signal for Coast Division main track.

Movements governed by diverging route or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes.

When interlocking signal has been cleared for train or engine and to use the route is not desired sound whistle signal o o — o o, for information of signal operator.

Fourth Street—San Francisco: Limits extend from point where main tracks intersect King Street to terminal station and include main tracks, leads and certain switches adjacent.

Trains or engines from train sheds may proceed to first signal eastward.

One sound of siren or air whistle requires that trains and engines within limits of interlocking must stop.

As detector circuits control switches, cars or engines must not be left standing on them.

Tracks and switches within this plant are numbered. Yardmen and signal operator when arranging movements will use track, or switch numbers to avoid misunderstanding. Telephone instructions must be carefully given and repeated.

Leaving signals on station tracks 1, 2, 3, 13 and 14 San Francisco, are so arranged that signal operator may clear the signals temporarily, even though portion of train is beyond the signal. Before starting, call for signal. The signals on tracks 1, 2, 3, 13 and 14 are searchlight type, and necessary that trainman or yardman relay signal indication to enginemen when it is cleared.

Potrero—San Francisco: Limits extend from signal 650 feet east of east portal of Tunnel 1, on westward main track to signal 600 feet west of tower on eastward main track.

Telephone located at interlocking signal on westward main track between Tunnels 1 and 2 at 23rd Street. Trains and engines being delayed by "stop" indication will communicate with signal operator Potrero Tower.

Whistle signals governing routes as follows:

For Mission Bay yard, — o —,
For Roundhouse, o o o — o,
For Track No. 2, o — o o o,
For Track No. 3, o — o o,
For track adjacent and parallel to eastward main track . . . . o o — — o o.

To facilitate movement, engines and drags when ready to leave San Francisco for Bayshore, will use following whistle signals for route desired at Bayshore:

For hold yard, — o — o,
For inbound yard, o o — o,
For movement into yard, Bayshore, through either 5 or 7 switch just east of westward crossover which is 300 feet east of Bayshore station building . . . . o — — o,
For outbound yard, o — o —.

One long sound of air whistle on tower requires that trains and engines within limits of interlocking must stop.

Signal operator Potrero Tower will notify signal operator Bayshore Tower where engines and drags desire to go on their arrival at Bayshore.

When there is a possibility of delaying passenger trains by engines or yard drags, signal operator will consult yardmaster and be governed by his instructions, making memorandum of verbal instructions which will be filed for future reference.

Bayshore: Limits extend from signal 150 feet west of west portal Tunnel 4, on eastward main track to signal 1850 feet east of east portal Tunnel 4 on westward main track.

Whistle signals governing routes as follows:

For hold yard, — o — o,
For inbound yard, o o — o,
For movement into yard through either 5 or 7 switch located just east of westward crossover 300 feet east of Bayshore station o — — o,
For car repair yard, o o — — o o,
For drill Track No. 1, o o o — o,
For drill Track No. 2, o — o o o,
For lead No. 3, — — o — —,
For Garbage spur, o — o,
For outbound yard, o — o —.

Telephones located as follows:

Interlocking signal on westward main track 1850 feet east of east portal Tunnel 4. Interlocking signal on eastward main track 150 feet west of west portal Tunnel 4. Trains and engines delayed by "stop" indication by these signals will communicate with signal operator Bayshore Tower, and be governed by Rule 663(b).

One long sound of siren on tower requires that trains and engines within limits of interlocking must stop.

To facilitate movement, engines and drags when ready to leave for San Francisco, will use following whistle signals:

For Mission Bay yard, — o —,
For Track No. 2, o — o o o,
For Track No. 3, o — o o.

Signal operator Bayshore Tower will notify signal operator Potrero Tower where engines and drags leaving Bayshore desire to go on their arrival at San Francisco.

When there is a possibility of delaying passenger trains by engines or yard drags, signal operator will consult yardmaster and be governed by his instructions, making memorandum of verbal instructions which will be filed for future reference.

Visitacion: The limits extend from signal 935 feet east of tower on eastward main track to signal bridge 780 feet west of tower.

Whistle signals governing routes as follows:

For inbound track, — o —,
For Tunnel 5, spur, o o o — o,
For outbound track, o — o o.

Ninth and Division Streets—San Francisco: Limits of Coast Division tracks extend from signal 250 feet west of tower to signal 600 feet east of tower.

One long sound of siren on tower requires that engines with limits of interlocking must stop.

Whistle signals governing routes as follows:

For old eastward track, — o —,
For track 803 Michel & Pfeffer Iron Works, o — —,
For track 805 Dunham Carrigan & Hayden, — o — o,
For track 813 Chemical works, o o o — o,
For track 819 Gunn-Carle Steel, o — o o,
For track 844 Hormel Packing Co., o — — o.

Redwood Jct.: Limits extend from signal bridge 740 feet west of tower to signal bridge 870 feet east of tower on Coast Division, and to signal 950 feet east of tower on Western Division.

Whistle signals governing routes as follows:

To Western Division eastward, — o —,
To Western Division westward, — o — o,
Movement against current of traffic, o — o o o,
For siding, o o — — o o,
For drill track westward, o o — o,
For Harbor spur, o — o o,
For S & W spur, o — — o.

Santa Clara: Limits extend from signal 2150 feet east of tower on Coast Division westward main track to signal 1675 feet west of tower on Coast Division eastward main track, and on Newark line to signal 1650 feet west of tower.

One long sound of siren on tower requires that all trains and engines within the limits of the interlocking must stop.

Whistle signals govern routes as follows:

For Newark line, o o — — o o,
For Yard, — o —,
Yard to roundhouse, — o — o,
Yard to San Jose passenger station, o o o — o,
Yard to Santa Clara drill track, o — — o,
Yard to drill track, o o — o,
Yard to old team track, o — o o o.

College Park: Limits extend from Signal Bridge 455 to Signal Bridge 466, and on main track to Signal Bridge 465; and from dwarf signal located 800 feet east of Newhall St. to Polhemus St. subway on No. 1 lead; and from Signal Bridge 466 to signal just west of spring switch at the junction of Milpitas line main track and Milpitas wye.

Interlocking limits must not be fouled from industry tracks or spurs without permission from signal operator, or proper signal indication.

Electric locks on derails and crossover switches within these limits are under control of signal operator. Permission must be obtained to unlock derail or switch. Release of lock will be authority to proceed. Derail must be thrown first, then switch may be thrown. Restore derail, electric lock and switch to normal position when not in use. Instructions on operation of electric locks posted on inside of door of lock box.

Switches on spur tracks 418, 424, 434, 440 and 444, leading off main track are manually operated. Engines must not foul main track without permission from signal operator.

No. 1 lead must not be fouled without proper signal indication, or permission from signal operator.

Switches in crossover between station track 4 and No. 1 lead, opposite roundhouse office, are power operated. Interlocking signals govern movement only to the inside switch of crossover and not to the fouling point of No. 1 lead.

Engines to move from roundhouse engine track to San Jose passenger station must not foul No. 1 lead until interlocking signal at inside crossover switch displays indication as shown in Rule 281B, Fig. 4, or Rule 282A, Fig. 3 for eastward movement to station tracks 4 or 5.

Westward diverging route signal on interlocking signal on station track 4, for movement to roundhouse lead display indication in accordance with Rule 281B, "Proceed on Diverging Route, and govern to the fouling point only on No. 1 lead. Westward engines entering No. 1 lead at this point must move expecting to find the track occupied at any point.

Telephones are located closely adjacent to interlocking signals or derails. If delayed, signal operator must be consulted.

Whistle signals for various routes:

For westward movement to San Jose yard via No. 2 lead } o — — o,
For No. 1 lead to San Jose yard, o o — — o o,
For College Park freight yard, — o o —,
For single track, — o — o,
For Santa Clara drill track, o o o — o —,
For roundhouse, o — — o o,
For Milpitas line, o o — o o.

Bell cord communicating signal between San Jose roundhouse and signal operator to be used in lieu of telephone when requesting authority to make movement from roundhouse to station tracks 4 or 5. Following code of signals to be used:

Roundhouse to passenger station........One pull of cord
Roundhouse to College Park..........Two pulls of cord
For movements in roundhouse yard, when necessary to pass eastward interlocking signal................Three pulls of cord

San Jose-Los Gatos Line—(WPRR Crossing): Limits extend from signal 486 feet west of crossing to signal 604 feet east of crossing.

No signal operators on duty. Signals, switches and derails in position for SP main track movements and against WPRR movements.

When signals indicate "stop", Rule 663(c) will govern.

Derail switches on SP drill tracks are manually operated and movements over WPRR track on these tracks must be made under provisions of Rule 663(c).

Instructions for handling electric lock and time release posted at crossing.

San Jose-Lick: See instructions for Gilroy Subdivision.

GENERAL REGULATIONS

RULE 825. Engines may operate over the live rail of track scale at Simla, not exceeding 5 MPH.

AIR BRAKE RULES

RULE 17. One retainer must be turned up for each 120 Ms in train Permanente (from interchange tracks) to Simla.

FREIGHT TRAINS

RULE 24. Road test must be made before leaving Permanente as prescribed by this rule.

RULE 33. The maximum tonnage per operative brake between Permanente interchange tracks and Simla is 120 Ms.

PASSENGER TRAINS

RULE 39. Running test must be made on eastward trains at San Francisco after rear of train has passed Fourth St., except that trains of over 8 cars must straighten out on Seventh St. before test is made.

Running test must be made on eastward trains at San Jose after rear of train has passed over spring switch at east end station track 5.

MISCELLANEOUS

10. Freight trains or engines with freight cars must not operate over station tracks 2, 3, 4 or 5 in San Jose passenger station.

Engines listed must not operate on tracks shown below:

Class of Engine		Restricted Tracks
DEP, DEF, Mk, F, AC, MM, Mt, GS, SP, T-40, P, A	Millbrae	Dairy and pottery spurs.
	Broadway	Oil spur.
	Burlingame	Cahalan spur.
”	Howest	San Mateo Feed & Fuel, and H. E. Casey spurs.
”	San Mateo	Wisnom spur, PG&E spur.
”	Hayward Park	Salt spur.
”	San Carlos	Drill spur on bay side of main track; house track west of freight shed.
”	Redwood City	Team tracks, Pratt-Lowe spur; Cullen spur.
”	Redwood Jct.	On spur to Redwood Harbor; All spurs off Dumbarton line.
”	Menlo Park	Peninsular Bldg. Matl. Co. spur; wood spur; house track west of freight shed.
”	Palo Alto	All spurs leading off drill track.
”	Mountain View	Minton spur; Shell Oil spur; beet spur; Moffett Field spur.
”	Sunnyvale	All spurs off both drill tracks except Schuckl, Libby and Berry Growers spurs.

GS class engines entering stub-end tracks San Francisco passenger station must stop at least fifty feet from bulkhead or bumping post.

Engines equipped with pilot plow, except Mt and GS class, are prohibited over tracks adjacent to station platforms at San Francisco and San Jose.

Load limit (car and contents):

San Francisco-San Jose	251,000 pounds
San Bruno-Bernal	210,000 pounds
Redwood Jct.-Redwood Harbor	210,000 pounds
California Ave.-Vasona Jct.	210,000 pounds
Simla-Permanente	210,000 pounds
San Jose-Los Gatos	210,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
0.00	San Francisco	Station umbrella sheds	Side
0.24	”	4th St. interlocking tower	Side
0.00-1.30	”	Dwarf signals	Side
1.30	”	Mariposa St. bridge	Overhead
1.30	”	AT&SFRy bridge	Overhead
1.50	”	Tunnel 1	Overhead and side
1.73	”	22nd Street bridge	Overhead
1.91	”	23rd Street bridge	Overhead
2.03	”	Tunnel 2	Overhead and side
3.15	”	Oakdale Avenue bridge	Overhead and side
3.40	”	Tunnel 3	Overhead and side
4.15	”	Paul Ave. bridge	Overhead and side
4.60	Bayshore	Tunnel 4	Overhead and side
7.66	Visitacion	Tunnel 5	Overhead and side
29.69	Palo Alto	San Francisquito Creek bridge	Overhead and side
46.90	San Jose	Station umbrella sheds	Side
5.36	Elkton	Ocean Ave. trolley wires	Overhead
51.00	Campbell	When cars on siding	Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard, and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
On branches	10
Through all sidings, yard tracks and other tracks with engine running backward	10
San Jose, passenger trains on station track 5:	
Eastward, end of double track to Signal Bridge 464	45
Eastward, Signal Bridge 464 to passenger station	30
Westward, passenger station to end double track	20
San Jose, passenger trains on station track 4:	
Westward, passenger station to Signal Bridge 464	30
Westward, Signal Bridge 464 to end of double track	45
Eastward, end of double track to passenger station	20
San Jose, freight trains on station tracks 4 and 5:	
Between end of double track and crossover at Julian St.	20
On Redwood Harbor spur	10
On Moffett Field spur	10
On Permanente spur	15

SPECIAL INSTRUCTIONS—SAN FRANCISCO SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in Speed Restrictions for Engines, appearing in Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	Streamlined MORNING DAYLIGHT NOON DAYLIGHT	OTHER PASSENGER TRAINS	♦FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	LIGHT ENGINES RUNNING BACKWARD
Column:	B	1	2	3	4
EASTWARD SAN FRANCISCO TO SAN JOSE:					
MP MP					
0.00 to 1.80 (23rd Street)........	25	25	25	25	15
1.80 to 5.20 (Bayshore)........	50	50	35	35	30
5.20 to 7.76..................	60	60	40	40	30
7.76 to 8.10 (curve)...........	50	50	40	40	30
8.10 to 10.85 (San Bruno).........	60	60	50	45	30
10.85 to 11.01 (curve)..........	55	55	40	40	30
11.01 to 19.00 (Hayward Park)......	60	60	50	45	30
19.00 to 24.60..................	75	70	50	45	30
★24.60 to 26.40 (Redwood City)......	45	45	40	40	30
26.40 to 32.00 (California Ave.)......	60	60	50	45	30
32.00 to 44.00..................	75	70	50	45	30
44.00 to 45.70, except:............	60	60	50	45	30
★over Stockton Avenue and Emory St. (MP 45.62 to MP 45.75) 10 PM. to 6 AM............	12	12	12	12	12
45.70 to San Jose.................	15	15	15	15	15

TERRITORY	Streamlined MORNING DAYLIGHT NOON DAYLIGHT	OTHER PASSENGER TRAINS	♦FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	LIGHT ENGINES RUNNING BACKWARD
Column:	B	1	2	3	4.
WESTWARD, SAN JOSE TO SAN FRANCISCO:					
MP MP					
San Jose to 45.70, except:........	15	15	15	15	15
★over Emory Street and Stockton Avenue. (MP 45.75 to MP 45.62) 10 PM. to 6 AM............	12	12	12	12	12
45.70 to 44.00..................	60	60	50	45	30
44.00 to 32.00 (California Ave.)......	75	70	50	45	30
32.00 to 30.03..................	60	60	50	45	30
30.03 to 29.73 (curve)...........	60	60	45	45	30
29.73 to 26.40..................	60	60	50	45	30
★26.40 to 24.60 (Redwood City)......	45	45	40	40	30
24.60 to 19.00 (Hayward Park)......	75	70	50	45	30
19.00 to 11.01 (San Bruno).........	60	60	50	45	30
11.01 to 10.85 (curve)...........	55	55	40	40	30
10.85 to 8.10..................	60	60	50	45	30
8.10 to 7.76 (curve)...........	50	50	40	40	30
7.76 to 5.20 (Bayshore)........	60	60	40	40	30
5.20 to 1.80 (23rd Street)........	50	50	35	35	30
1.80 to 0.00 (San Francisco).......	25	25	25	25	15

★Regulated by City ordinance.

When electro-pneumatic brakes are inoperative, maximum speed of 75 MPH shown in Column B, and permissible speed as indicated on round yellow SIGNAL speed boards, must be reduced by 5 MPH.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to Nos. 373 and 374 when those trains consist entirely of passenger equipment, or cars with steel wheels, including box cars with steel wheels and caboose with steel wheels, except that maximum of 60 MPH must not be exceeded at any point.

♦Freight and Mixed trains with twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed Permitted with Certain Equipment"; scale test cars; and cars with arch bar trucks must not exceed maximum speed of 40 MPH.

Maximum speed between Redwood Jct. and end of Coast Division at MP 27.59 on Newark line, 35 MPH.

Maximum speed through turnout, end double track on Newark line, Redwood Jct., 15 MPH.

Maximum speed between junction switch westward track at MP 47.39 and end of Coast Division at MP 45.17 on Milpitas line, 15 MPH.

Maximum speed between Santa Clara and end of Coast Division at MP 43.75 on Newark line: Passenger 50 MPH; Freight 35 MPH.

Maximum speed of yard drags between San Francisco and San Bruno, 35 MPH.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	LIGHT ENGINES RUNNING BACKWARD
Column:	1	2	3	4
San Bruno Branch..................	..	15	15	15
California Ave.-Vasona Jct., except:...	35	30	30	20
With Mt, F-1, Mk engine............	15	15	15	15
With P-1, 3, 4, 5 engine, except:.......	35	30	30	20
MP 47.61-MP 48.06.................	25	25	25	20
Vasona Jct.-Los Gatos, except:	30	20	20	15
Vasona Jct.-MP 52.67.............	25	20	20	15
With Mt, F-1, Mk engine..........	15	15	15	15
San Jose-Vasona Jct., except:.........	30	30	30	20
Thru interlocking limits, WPRR. crossing MP 47.60.............	20	20	20	20
With Mt, F-1, Mk engine, except:...	15	15	15	15
San Jose-MP 47.38...............	10	10	10	10
With P-1, 3, 4, 5, engine, except:......	30	30	30	20
San Jose-MP 47.38...............	10	10	10	10
MP 53.28 to Vasona Jct............	25	20	20	15

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	San Francisco and San Jose	California Ave. to Los Gatos San Jose and Vasona Jct.	Los Gatos to California Ave.	Simla to Permanente
DEP-4	6000 to 6004	7500	....	....	....
DEP-5	6005 to 6007	....	....	....	....
DEP-6	6008 to 6010	....	....	....	....
DEF-1	6100 to 6118	....	....	....	....
DEF-2	6119 to 6139	....	....	....	....
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022	1550	....	....	....
DES-100 to 109	1300 to 1425	2450	....	....	....
E-23	1500	2300	....	....	....
M-4	1617 to 1713	2950	1850	2400	630
M-6, 8	1721 to 1803, 1823 to 1825	3650	2200	2850	720
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	3850	2300	3000	820
M-11	1832 to 1835	3950	2500	3250	900
T-1	2242 to 2271	2600	1650	2150	560
T-8, 9	2161 and 2178	1850	1150	1500	370
T-23	2301 to 2310	3750	2350	3100	830
T-26	2283 to 2299	3300	2050	2700	700
T-28, 31	2311 to 2362	4200	2600	3400	930
T-32	2363 to 2370, 2372 to 2384	4300	2650	3450	950
T-40	2371	4300	2650	3450	950
T-37	2105 and 2106	3750	2350	3100	840
T-57, 58	2385 and 2386	3400	2150	2800	760
P-1, 3, 5	2408, 2411, 2412, 2417, 2423, 2425 to 2433, 2437 to 2452, 2459 and 2460	3500	1950	2600	690
P-1	2403 to 2407 and 2415	3550	2200	2900	720
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	4000	2150	2850	760
P-6	2453, 2454 and 2458	4300	....	....	....
P-7	2476 and 2477	4350	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483	4600	....	....	....
P-8, 10	2475, 2484 to 2491	4800	....	....	....
P-11	3100 to 3109	3700	....	....	....
P-12	3120 to 3129	5050	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	4600	2900	3750	1040
C-15	2505 to 2507	2900	1850	2400	660
C-17	2510 and 2511	3600	2300	2950	850
C-18	3400 to 3409	4200	2650	3450	980
C-19	3410 to 3426	4350	2750	3600	1000
TW-1	2900 to 2913	3500	2200	2900	800
TW-2, 3	2932 to 2952	2800	1750	2300	620
TW-4, 6	2926 to 2931 and 2957	2650	1650	2150	570
TW-8	2914 to 2923	3900	2450	3200	890
A-3	3025, 3036, 3052 and 3057	2900	....	....	....
A-6	3000 to 3003	3250	....	....	....
Mk-2, 4	3201 to 3240	5400	3200	4250	1110
Mk-5, 6	3241 to 3277	5850	3550	4650	1260
Mk-7, 8, 9	3300 to 3324	6350	3900	5150	1450
Mk-10	3295	4900	3100	4050	1150
Mk-11	3297 and 3298	4700	3000	3900	1100
F-1	3611 to 3652	6700	4050	5400	1500
F-3	3653 to 3667	7600	....	....	....
F-4, 5	3668 to 3769	8000	....	....	....
MM-3	3930 and 3931	8750	....	....	....
AC-1, 2, 3	4014 to 4047	9150	....	....	....
AC-4, 5	4100 to 4125	11900	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	12500	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	6600	....	....	....
Mt-2	4385 to 4390	6650	....	....	....
GS-1, 2	4401 to 4415	7000	....	....	....
GS-3, 4, 5, 6	4416 to 4469	7200	....	....	....
SP-1, 2, 3	5000 to 5048	8000	....	....	....

In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms, and 3 Ms for each such car of 45 to 55 Ms, except from Simla to Permanente add 3 Ms for each such car of 55 Ms or less.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 14(e). As specified below, — — — — — — — — will be indication that flagman may return from east as prescribed by Rule 99:

Carnadero	Trains on Hollister Branch,
Watsonville Jct.	Trains on Santa Cruz Branch,
Santa Cruz	Trains on Davenport Branch.

RULE 21 (C). Engines to operate third-class trains may display indicators from roundhouse to train yard at Watsonville Jct.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP		East MP
43.47	San Jose	56.00
	" (Lick Branch)	59.07
	" (Los Gatos Branch)	51.47
44.85	" (Milpitas line)	
43.74	" (Agnew line)	
79.31	Gilroy	82.41
96.11	Watsonville Jct.	101.25
	" (Santa Cruz Branch)	103.60
119.30	Santa Cruz	122.66
	" (Davenport Branch)	81.71

RULE 98. Railroad crossings at grade not interlocked:

WPRR, at Valbrick (in San Jose yard). After stopping, if no movement approaching on intersecting line, may proceed over crossing.

RULE 99. Granite Rock Co. will do switching at Logan. When necessary for SP crews to enter tracks jointly operated they must provide adequate protection to avoid collision.

RULE 99 (C). Will apply on Hollister, Santa Cruz and Davenport Branches.

RULE 103 (A). First St. crossing, Watsonville, protected by crossing watchman only from Sept. 1st to Dec. 15th each year. At other times switching movements must be protected by member of crew at the crossing. Cars to be spotted must be left as far as practicable from crossing.

Movements on other than main track over Walnut, Lincoln and Laurel Sts., Santa Cruz, must be protected by member of crew.

San Pedro Ave. crossing of main track, siding and spur at Morganhill protected by crossing signals. When cutting this crossing, or leaving cars on spur, cars must not be left standing between insulated joints each side of the crossing. White stripes painted on both sides of rail at the insulated joints.

RULE 104. The normal position of rigid switches at junctions is as follows:

San Jose	Los Gatos Branch, for Gilroy line main track,
Lick	Lick Branch, for eastward track,
Carnadero	Hollister Branch, for westward track,
Watsonville Jct.	Santa Cruz Branch, for west leg of wye,
Santa Cruz	Davenport Branch, for Santa Cruz Branch.

RULE 505. AUTOMATIC BLOCK SYSTEM

San Jose: See instructions for San Francisco Subdivision.

Gilroy: End of double track: Westward trains leaving end of double track from eastward main track will be governed by Signal P-805.

Carnadero: In moving from eastward main track to Hollister Branch, first throw crossover switch in eastward main track; then other switches as most convenient. From Hollister Branch to westward main track, first throw derail, then junction switch.

Watsonville Jct.: Following will govern freight trains entering Watsonville Jct. yard: If Signal 984 is in proceed position for diverging route which governs entrance to yard at crossovers Nos. 1 or 2, trains must receive signal from yardman, green flag by day, green light by night, before entering yard. If Signal 984 is in stop position, must remain at the signal until given a proceed signal by yardman, green flag by day, green light by night.

If Signal 1001 is in stop position, westward train after stopping may proceed to highway crossing at yard office, but will not pass that point nor make crossover movement until proceed signal received from yardman, green flag by day, green light by night. If Signal 1001 is in proceed position for diverging route train may proceed to highway crossing at yard office, but will not pass that point nor make crossover movement until proceed signal received from yardman, green flag by day, green light by night.

Santa Cruz: Track from station building to Signal 791 not protected by block signals.

RULES 510 and 663. The following block signals, equipped with triangular number plates bearing the letter "P" have included in their control limits some special protective device. Interlocking signals are listed as "P-I" or "P-SA", and Rule 663 in addition to Rule 510 must be complied with when stopped by such signals.

Eastward Signal	Protection	Westward Signal
	Spring switch, east end station track 5, San Jose	P-I
P-514	Spring switch, end double track, Lick	P-I
P-634	Spring switch, end double track, Coyote	P-635
P-660	Spring switch, west end siding, Perry	
	Spring switch, east end siding, Perry	P-673
P-708	Spring switch, west end siding, Morganhill	
	Spring switch, east end siding, Morganhill	P-719
P-740	Spring switch, west end siding, San Martin	
	Spring switch, east end siding, San Martin	P-753
P-770	Spring switch, west end siding, Rucker	
	Spring switch, east end siding, Rucker	P-783
P-804	Spring switch, end double track, Gilroy	P-805
P-866	Spring switch, end double track, Corporal	P-867
	Spring switch, east end siding, Sargent	P-879
P-908	Spring switch, west end siding, Chittenden	
	Spring switch, east end siding, Chittenden	P-925
P-924	Earthquake detector, Pajaro River bridge, Chittenden	P-931
	Slide detector fence, Logan	
P-930	Spring switch, end double track, Logan	

RULE 516. Overlap post: Chittenden—Affecting eastward trains.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Lick	End double track	Eastward track
Coyote	End double track	Westward track
Perry	West end siding	Main track
Perry	East end siding	Main track
Morganhill	West end siding	Main track
Morganhill	East end siding	Main track
San Martin	West end siding	Main track
San Martin	East end siding	Main track
Rucker	West end siding	Main track
Rucker	East end siding	Main track
Gilroy	End double track	Eastward track
Corporal	End double track	Westward track
Sargent	East end siding	Main track
Chittenden	West end siding	Main track
Chittenden	East end siding	Main track
Logan	End double track	Eastward track

When signal governing westward movement through spring switch at Lick displays stop indication, permission must be obtained from signal operator at San Jose to pass signal, and, in addition to complying with Rule 535 and 663(b).

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
San Jose	East end station track 5	Main track

RULE 605. INTERLOCKING

San Jose-Lick: Limits extend on main track from Signal Bridge 464, to light signal 700 feet east of end of double track at Lick on westward track, and to light signal 500 feet east of double track at Lick on eastward track; and on station tracks 4 and 5 from dwarf signal opposite Signal 473 to their connection with main track east of passenger station; and on Lick Branch to dwarf signal at fouling point; and on Los Gatos Branch from junction with main track to westward signal opposite Signal 474.

Movements within these limits are governed by interlocking signals under control of signal operator, except that some of the intermediate signals are automatic, or semi-automatic.

Interlocking limits must not be fouled from industry tracks or spurs without permission from signal operator, or proper signal indication.

When for any reason proceed indication of an interlocking signal cannot be acted upon at once, signal operator must immediately be notified.

From Los Gatos Branch movement governed by interlocking signal located 30 feet east of crossover between main track and Los Gatos Branch. Upper unit governs to station tracks, and lower unit governs to main track. When both units display stop indication and it is desired to use connecting link to spur track 808 (California Packing Corporation), after stopping, if crossover switches are lined normally and the track is seen to be clear to westward Signal 474.5 located at fouling point 250 feet west of interlocking signal, train or engine may proceed without authority from signal operator.

Westward Signal 471.5 at Park Ave. subway normally dark until line up is made. After permission received from operator, crossover switches may be lined, and if signal displays proceed indication movement may be made.

Movement to Los Gatos Branch from station track 5 governed by lower unit of Signal 470 located east of station, and from main track governed by lower unit of signal located 400 feet west of junction switch.

Eastward dwarf Signal 474.5 on seven-foot mast will display red or green aspect:

Red—Stop. To enter block comply with Rule 509 (F),
Green—Proceed to next Signal 474.

Signal on San Jose Canning Co. spur at MP 48.5 governs movement to main track. Derail or main track switch must not be thrown until permission received from signal operator, and in addition switch indicator for both directions must indicate "block clear".

Movements from Luther (San Jose yard) to main track at Luther Jct. governed by interlocking signal. Derail and main track switch must not be lined without first obtaining permission from signal operator by telephone.

Telephones are located closely adjacent to interlocking signals or derails. If delayed, signal operator must be consulted.

San Jose-Lick Line—(WPRR Crossing): Limits extend from signal located 700 feet west of crossing to signal 700 feet east of crossing.

No signal operators on duty. Signals, switches and derails normally in position for SP movements. When semi-automatic signals indicate "stop", Rule 663(c) and 509(h) will govern. Instructions for handling electric lock and time release posted at crossing.

Instructions for handling electric lock and time release posted at crossing.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows
M	621	West end siding Coyote	Enter westward track and proceed to Lick.
M	643	Coyote	Proceed to Lick.
S	643	Coyote	Enter middle siding.

GENERAL REGULATIONS

RULE 825. Cars must not be stored within 150 feet of crossings of Monterey Road at Watsonville Jct.

When freight trains are tied up in Watsonville Jct. yard trainmen will set sufficient hand brakes on the rear of westward trains, and on the head end of eastward trains.

AIR BRAKE RULES

RULE 17. One retainer must be turned up for each 120 Ms in freight trains Olympia to MP 127.6, and Rincon to MP 121.8.

On passenger trains between the above points, three retainers for six cars; four retainers for eight cars; five retainers for 10 cars, and seven retainers for 12 cars must be turned up on head end of the train.

FREIGHT TRAINS

RULE 33. The maximum tonnage per operative brake between Olympia and Santa Cruz is 120 Ms.

PASSENGER TRAINS

RULE 39. Running test must be made on eastward trains at San Jose after rear of train has passed over spring switch at east end station track 5.

Running test must be made on westward trains before reaching spring switch at end double track, Lick.

MISCELLANEOUS

10. Freight trains or engines with freight cars must not operate over station tracks 2, 3, 4 or 5 in San Jose passenger station.

Engines listed must not operate on tracks shown below:

Class of Engine		Restricted Tracks
DEP, DEF, Mk, F, AC, MM, Mt, GS, SP, T-40, P, A	Morganhill	Standard Oil spur; Dried fruit spur.
”	Lonoke	Spur.
All Engines	Santa Cruz	Cowell spur beyond street crossing. To spot cars beyond street crossing use reach.

Engines must not go more than 110 feet beyond derail at west end of No. 1 track at Logan.

Engines equipped with pilot plow, except Mt and GS class, are prohibited over tracks adjacent to station platform at San Jose.

Load limit (car and contents):

San Jose-Watsonville Jct.	251,000 pounds
Lick-Alamitos	169,000 pounds
Carnadero-Hollister	210,000 pounds
Watsonville Jct.-Olympia	210,000 pounds
Santa Cruz-Davenport	210,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
46.90	San Jose	Station umbrella shed	Side
119.70	Santa Cruz	San Lorenzo River bridge	Side
121.54	Eblis	Tunnel 6	Overhead and side
125.64	Rincon	Tunnel 5	Overhead and side
126.35	Big Trees	San Lorenzo River bridge	Side
126.00	Big Trees	Redwood tree	Side

SPEED RESTRICTION FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
On branches	10
Through all sidings, yard tracks and other tracks with engine running backward	10
San Jose, passenger trains on station tracks 4 and 5:	
In either direction between passenger station and connection with main track east of station	30
Watsonville Jct., wye	5
Santa Cruz, wye	5
Davenport, wye	5

SPECIAL INSTRUCTIONS—GILROY SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in Speed Restrictions for Engines, appearing in Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	Streamlined MORNING DAYLIGHT NOON DAYLIGHT	OTHER PASSENGER TRAINS	♦FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD
Column:	B	1	2	3	4
EASTWARD, SAN JOSE TO WATSONVILLE JCT.:					
MP MP					
45.70 to San Jose	15	15	15	15	15
San Jose to 47.29 (spring switch)	15	15	15	15	15
47.29 to 47.53 (power switch)	30	30	30	30	30
47.53 to 49.00 (curves)	50	50	35	35	30
49.00 to 51.50 (Lick)	75	70	50	45	30
51.50 to 51.80 (55.70) (curve)	60	60	40	40	30
55.70 to 62.03	75	70	50	45	30
62.03 to 63.21 (curves)	70	70	50	45	30
63.21 to 63.23 (spring switch)	25	25	20	20	20
63.23 to 73.78	75	70	50	45	30
73.78 to 73.96 (curve)	60	60	50	45	30
73.96 to 79.50	75	70	50	45	30
★79.50 to 81.00 (Gilroy)	35	35	35	35	30
81.00 to 83.41 (curve)	60	60	50	45	30
83.41 to 85.83	75	70	50	45	30
85.83 to 86.47 (Corporal)	60	60	40	40	30
86.47 to 86.49 (spring switch)	25	25	20	20	20
86.49 to 87.94 (curves)	50	50	35	35	30
87.94 to 88.94 (curves)	30	30	25	25	20
88.94 to 90.45 (curves)	40	40	30	30	30
90.45 to 92.05 (curves)	50	50	35	35	30
92.05 to 92.97 (curves)	25	25	25	25	20
92.97 to 92.99 (spring switch)	25	25	20	20	20
92.99 to 94.38 (curves)	50	50	35	35	30
94.38 to 95.21 (curves)	65	65	50	45	30
95.21 to 98.00	75	70	50	45	30
98.00 to 100.00 (Watsonville Jct.)	45	45	30	30	30
100.00 to 100.70 (end double track)	35	35	30	30	30
100.70 to 100.74 (spring switch)	25	25	20	20	20

TERRITORY	Streamlined MORNING DAYLIGHT NOON DAYLIGHT	OTHER PASSENGER TRAINS	♦FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD
Column:	B	1	2	3	4
WESTWARD, WATSONVILLE JCT. TO SAN JOSE:					
MP MP					
100.74 to 100.00	35	35	30	30	30
100.00 to 98.00	45	45	30	30	20
98.00 to 95.21	75	70	50	45	30
95.21 to 94.38 (curve)	65	65	50	45	30
94.38 to 92.99 (Logan)	50	50	35	35	30
92.99 to 92.97 (spring switch)	25	25	20	20	20
92.97 to 92.05	25	25	25	25	25
92.05 to 90.45	50	50	35	35	30
90.45 to 88.94 (curves)	40	40	30	30	30
88.94 to 87.94 (curves)	30	30	25	25	25
87.94 to 86.49 (Corporal)	50	50	35	35	35
86.49 to 85.83	60	60	40	40	30
85.83 to 83.41	75	70	50	45	30
83.41 to 82.99 (Carnadero)	60	60	50	45	30
82.99 to 81.00	75	70	50	45	30
★81.00 to 79.50 (Gilroy), except:	35	35	35	35	30
80.48 to 80.46 (spring switch)	25	25	20	20	20
79.50 to 73.96	75	70	50	45	30
73.96 to 73.78 (curve)	60	60	50	45	30
73.78 to 62.20	75	70	50	45	30
62.20 to 62.03 (curve)	70	70	50	45	30
62.03 to 55.70 (51.80)	75	70	50	45	30
51.80 to 51.32 (curve)	60	60	35	35	30
51.32 to 51.30 (spring switch)	35	35	30	30	30
51.30 to 49.00	75	70	50	45	30
49.00 to 47.53 (curve)	50	50	35	35	30
47.53 to 47.29 (spring switch)	30	30	30	30	30
47.29 to San Jose	15	15	15	15	15
San Jose to 45.70	15	15	15	15	15

★Regulated by City ordinance.

When electro-pneumatic brakes are inoperative, maximum speed of 75 MPH shown in Column B and permissible speed as indicated on round yellow SIGNAL speed boards, must be reduced by 5 MPH.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to Nos. 373 and 374 when those trains consist entirely of passenger equipment, or cars with steel wheels, including box cars with steel wheels and caboose with steel wheels, except that maximum of 60 MPH must not be exceeded at any point.

♦Freight and Mixed trains with twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed Permitted with Certain Equipment"; scale test cars; and cars with arch bar trucks must not exceed maximum speed of 40 MPH.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
			RUNNING FORWARD	RUNNING BACKWARD
Column:	1	2	3	4
Lick-Alamitos		10	10	10
Carnadero-Hollister, except:	30	25	25	15
★Hollister MP 94.4-MP 95.1	20	20	20	15
Watsonville Jct.-Santa Cruz, except:	25	25	25	15
Watsonville City limits	20	20	20	15
Santa Cruz City limits	20	20	20	15
Santa Cruz-MP 122.5	20	20	20	15
MP 122.5-MP 126.5	15	15	15	10
MP 126.5-Olympia	25	20	20	15
Santa Cruz-Davenport	20	20	20	20

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	San Jose to Morganhill Watsonville Jct. to Morganhill	Morganhill to Watsonville Jct. Morganhill to San Jose	Watsonville Jct. and Santa Cruz	Santa Cruz to Davenport	Davenport to Santa Cruz	Santa Cruz and Olympia	Gilroy and Hollister
DEP-4	6000 to 6004	①7500	7500	....	....	....	....	....
DEP-5	6005 to 6007	....	....	....	....	....	....	....
DEP-6	6008 to 6010	....	....	....	....	....	....	....
DEF-1	6100 to 6118	....	....	....	....	....	....	....
DEF-2	6119 to 6139	....	....	....	....	....	....	....
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022	1550	4400	....	....	....	....	....
DES-100 to 109	1300 to 1425	2450	5500	....	....	....	....	....
E-23	1500	2300	5100	....	....	....	....	....
M-4	1617 to 1713	2950	6500	1200	1400	2550	610	3450
M-6, 8	1721 to 1803, 1823 to 1825	3650	7500	1450	1650	3000	740	4050
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	3850	8000	1550	1750	3150	790	4250
M-11	1832 to 1835	3950	8600	1650	1900	3350	860	4550
T-1	2242 to 2271	2600	5700	1100	1200	2200	540	3000
T-8, 9	2161 and 2178	1850	4100	760	860	1550	350	2150
T-23	2301 to 2310	3750	8200	1550	1800	3200	800	3400
T-26	2283 to 2299	3300	7200	1350	1550	2800	650	3800
T-28, 31	2311 to 2362	4200	9000	1750	1950	3500	890	4750
T-32	2363 to 2370, 2372 to 2384	4300	9000	1800	2000	3600	910	4850
T-40	2371	4300	9000	....	....	....	....	....
T-37	2105 and 2106	3750	8200	1600	1800	3200	800	4350
T-57, 58	2385 and 2386	3400	7400	1400	1600	2900	730	3900
P-1, 3, 5	2408, 2411, 2412, 2417, 2423, 2425 to 2433, 2437 to 2452, 2459 and 2460	3500	7000	1350	1550	2850	660	....
P-1	2403 to 2407 and 2415	3550	7800	1450	1650	3000	690	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	4000	8000	1500	1700	3150	730	....
P-6	2453, 2454 and 2458	4300	9000	....	....	....	....	....
P-7	2476 and 2477	4350	9000	....	....	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483	4600	10000	....	....	....	....	....
P-8, 10	2475, 2484 to 2491	4800	10000	....	....	....	....	....
P-11	3100 to 3109	3700	7000	....	....	....	....	....
P-12	3120 to 3129	5050	10000	....	....	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	4600	10000	1950	2200	3900	1000	5250
C-15	2505 to 2507	2900	6300	1250	1400	2500	640	3350
C-17	2510 and 2511	3600	7800	1550	1750	3050	820	4150
C-18	3400 to 3409	4200	9100	1800	2000	3550	940	4800
C-19	3410 to 3426	4350	9500	1850	2100	3700	970	5000
TW-1	2900 to 2913	3500	7500	1350	1700	3000	760	4000
TW-2, 3	2932 to 2952	2800	6100	1150	1300	2350	590	3200
TW-4, 6	2926 to 2931 and 2957	2650	5800	1100	1250	2250	550	3050
TW-8	2914 to 2923	3900	9000	1650	1900	3350	850	4450
A-3	3025, 3036, 3052 and 3057	2900	6000	....	....	....	....	....
A-6	3000 to 3003	3250	7200	....	....	....	....	....
Mk-2, 4	3201 to 3240	5400	10000	....	....	....	....	....
Mk-5, 6	3241 to 3277	5850	12000	....	....	....	....	....
Mk-7, 8, 9	3300 to 3324	6350	12000	....	....	....	....	....
Mk-10	3295	4900	10600	....	....	....	....	....
Mk-11	3297 and 3298	4700	10200	....	....	....	....	....
F-1	3611 to 3652	6700	12000					
F-3	3653 to 3667	7600	12000					
F-4, 5	3668 to 3769	8000	12000					
MM-3	3930 and 3931	8750	16000					
AC-1, 2, 3	4014 to 4047	9150	16000					
AC-4, 5	4100 to 4125	11900	16000					
AC-6 to 12	3800 to 3811, 4126 to 4294	12500	17000					
Mt-1, 3, 4, 5	4300 to 4376	6600	12000	....	....	....	....	....
Mt-2	4385 to 4390	6650	12000	....	....	....	....	....
GS-1, 2	4401 to 4415	7000	12000	....	....	....	....	....
GS-3, 4, 5, 6	4416 to 4469	7200	12000	....	....	....	....	....
SP-1, 2, 3	5000 to 5048	8000	12000	....	....	....	....	....

①Exception: Rating, Watsonville Jct. to Morganhill 6550

Between San Jose and Watsonville Jct., in figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms, and 3 Ms for each such car of 45 to 55 Ms, except between Watsonville Jct. and Santa Cruz, and from Santa Cruz to Davenport, and Santa Cruz to Olympia, add 3 Ms for each such car of 55 Ms or less.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

SPECIAL INSTRUCTIONS—SALINAS SUBDIVISION

RULE 10 (J). Westward speed board at MP 117 reading "75" is located to left of track.

Eastward speed board on Monterey Branch at MP 124.96 reading "25-20" is located to left of track.

Westward speed board at MP 106.67 is located 1.17 miles instead of three-fourths mile from restriction.

Eastward speed board to right of track but with one track intervening at MP 119.74, reading "75".

RULE 14(e). As specified below, — — — — — — — will be indication that flagman may return from east as prescribed by Rule 99:

Castroville..........Trains on Monterey Branch.

RULE 21 (C). Engines to operate third-class trains may display indicators from roundhouse to train yard at Watsonville Jct.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP		East MP
96.11	Watsonville Jct.	101.25
109.58	Castroville	111.70
	” (Monterey Branch)	112.09
113.24	Salinas	121.46
	” (Spreckels Branch)	123.87
142.44	Soledad	144.65
162.17	King City	164.72
123.30	Monterey	127.66
127.70	Pacific Grove	129.88

RULE 99. Pacific Coast Aggregates Co. will do switching at Lapis. When necessary for SP crews to enter jointly operated tracks they must provide adequate protection to avoid collision.

RULE 99 (C). Will apply on Monterey Branch.

RULE 103 (A). Trains and engines must stop before reaching State Highway crossings of tracks 2, 3 and 4 at MP 118.8, 118.9 and 119.5 at Ord and after crossing signals have been in operation 20 seconds or more, may then move over highway.

Spring derail on each of these tracks may be trailed through on movement into Fort Ord; but reverse movements must not be made while engine or cars are on the derail; and derails must be hand thrown for movement out of Fort Ord.

As autos may be parked close to main track near Booth Canning Co. spur and Sunnyboy Restaurant opposite Old Customs House at Monterey, all trains stop one-fourth mile east of passenger station if necessary to insure that autos will clear before proceeding.

Public Utilities Commission orders require that trains and engines must stop, and member of crew must protect traffic on the following street or highway crossings before movement is made:

Spreckels Jct.—Bordin Ave. crossing on Liquid Ice Co. spur,
Chualar—County road crossing on siding,
Monterey—Hoffman Ave. crossing on Custom House Packing Co. spur,
Castroville—Crossing on Del Monte Ice Co. spur.

RULE 104. The normal position of rigid switches at junctions is as follows:

Castroville......Monterey Branch, for Salinas line.
Spreckels Jct....Spreckels Branch, for Salinas line.

Crossover on track No. 2 at Fort Ord must be left lined for stub end.

RULE 505. AUTOMATIC BLOCK SYSTEM

Watsonville Jct.: Eastward trains leaving end of double track from westward track will be governed by Signal P-1008.

If Signal 1001 is in stop position, westward train after stopping may proceed to highway crossing at yard office, but will not pass that point nor make crossover movement until proceed signal received from yardman, green flag by day, green light by night. If Signal 1001 is in proceed position for diverging route train may proceed to highway crossing at yard office, but will not pass that point nor make crossover movement until proceed signal received from yardman, green flag by day, green light by night.

RULE 510. The following block signals equipped with triangular number plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-1008	Spring switch, end double track, Watsonville Jct.	P-1009

RULE 516. Overlap posts:

Spreckels Jct............Affecting westward trains.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Watsonville Jct.	End double track	Westward track

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows
M	1612	King City	Proceed to east end of siding.
S	1612	King City	Enter siding.

GENERAL REGULATIONS

RULE 825. When freight trains are tied up in Watsonville Jct. yard, trainmen will set sufficient hand brakes on the rear cars on westward trains.

Cars must not be left on storage track between Spreckels Jct. and Spreckels within 100 feet of Hunter Lane crossing at MP 121.8; and Harkins Road crossing at MP 122.2.

RULE 827. TRAIN INSPECTION

When conditions are favorable and in judgment of conductor and engineer it is safe to do so, trains may run in either direction between King City and Watsonville Jct., without stopping for inspection. If stop is made at any intermediate point inspection must be made.

RULE 829. Trains must not block crossings at Pearl St. and Bitterwater road, just east and west of station building at King City longer than ten minutes.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 25. Westward movements off tracks 2 or 3 at Ord must have air cut in on all cars.

MISCELLANEOUS

1. Engines on through freight trains take water at Soledad in preference to Salinas.

Engines take water at Chualar only if necessary.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks	
DEP, DEF, Mk, F, AC, MM, Mt, GS, SP, T-40, P, A	Castroville	All industry and spur tracks.
”	Salinas	Leads 4, 35, 55, 57, 200, 210, and 250; and all industry spurs; Lead 133 east of girder-rail crossing.
”	Nashua	Spur.
”	Lapis	Spur.
”	Seaside	Siding.
”	Retreat	Spur.
”	Del Monte	Hotel spur.
”	Monterey	House track; team track; corral track and all industry tracks.

Load limit (car and contents):

Watsonville Jct.-King City	251,000 pounds
Castroville-Lake Majella	210,000 pounds
Spreckels Jct.-Spreckels	210,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
155.42	Metz	Tunnel 5½	Side
113.46	Neponset	Salinas River bridge	Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
On branches	10
Through all sidings, yard tracks and other tracks with engine running backward	10
Castroville wye	5
Spreckels Jct. wye	5
Elsa wye	5

SPECIAL INSTRUCTIONS—SALINAS SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in Speed Restrictions for Engines, appearing in Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	Streamlined MORNING DAYLIGHT NOON DAYLIGHT	OTHER PASSENGER TRAINS	♦FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	RUNNING BACKWARD
Column:	B	1	2	3	4
EASTWARD, WATSONVILLE JCT. TO KING CITY:					
MP MP					
100.00 to 100.70 (end double track)...	35	35	30	30	30
100.70 to 100.74 (spring switch)	25	25	20	20	20
100.74 to 103.80..................	50	50	35	35	30
103.80 to 104.60 (Elkhorn slough)	40	40	35	35	30
104.60 to 104.80 (Elkhorn slough)	40	40	25	25	25
104.80 to 105.50 (Elkhorn slough)....	40	40	35	35	30
105.50 to 109.00..................	50	50	35	35	30
109.00 to 112.50..................	60	60	50	45	30
112.50 to 117.50..................	75	70	50	45	30
117.50 to 118.37..................	35	35	35	35	30
★118.37 to 119.70 (Salinas)............	25	25	25	25	25
119.70 to 147.00..................	75	70	50	45	30
147.00 to 149.10 (curves)............	50	50	40	40	30
149.10 to 149.25 (curve)............	45	45	35	35	30
149.25 to 152.83 (Metz)............	55	55	40	40	30
152.83 to 153.70 (curve)............	50	50	40	40	30
153.70 to 154.00 (curve)............	45	45	35	35	30
154.00 to 158.00..................	65	65	50	45	30
158.00 to 163.10..................	75	70	50	45	30
163.10 to 164.00 (King City passing station)............	45	45	40	40	30

TERRITORY	Streamlined MORNING DAYLIGHT NOON DAYLIGHT	OTHER PASSENGER TRAINS	♦FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	RUNNING BACKWARD
Column:	B	1	2	3	4
WESTWARD, KING CITY TO WATSONVILLE JCT.:					
MP MP					
164.00 to 163.10 (King City passing station)............	45	45	40	40	30
163.10 to 158.00..................	75	70	50	45	30
158.00 to 154.00..................	65	65	50	45	30
154.00 to 153.70 (curve)............	45	45	35	35	30
153.70 to 152.83 (curve)............	50	50	40	40	30
152.83 to 149.25 (curves)............	55	55	40	40	30
149.25 to 149.10 (curve)............	45	45	35	35	30
149.10 to 147.00..................	50	50	40	40	30
147.00 to 119.70..................	75	70	50	45	30
★119.70 to 118.37 (Salinas)............	25	25	25	25	25
118.37 to 117.50..................	35	35	35	35	30
117.50 to 112.50..................	75	70	50	45	30
112.50 to 109.00..................	60	60	50	45	30
109.00 to 105.50..................	50	50	35	35	30
105.50 to 104.80 (Elkhorn slough).....	40	40	35	35	30
104.80 to 104.60 (Elkhorn slough)....	40	40	25	25	25
104.60 to 103.80 (Elkhorn slough)....	40	40	35	35	30
103.80 to 100.74 (end double track)...	50	50	35	35	30
100.74 to 100.00 (Watsonville Jct.)...	35	35	30	30	30

★Regulated by City ordinance. Speed may be resumed at Salinas after engine has passed last crossing within these limits in direction train is moving.

When electro-pneumatic brakes are inoperative, maximum speed of 75 MPH shown in Column B, and permissible speed as indicated on round yellow SIGNAL speed boards, must be reduced by 5 MPH.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to Nos. 373 and 374 when those trains consist entirely of passenger equipment, or cars with steel wheels, including box cars with steel wheels and caboose with steel wheels, except that maximum of 60 MPH must not be exceeded at any point.

When train known as "MM" (Monterey Mdse.) operating between Watsonville Jct., Salinas and Pacific Grove is entirely made up of steel-wheel box cars and caboose, passenger train speed may be made, observing other restrictions as to class of engine.

♦Freight and Mixed trains with twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed Permitted with Certain Equipment"; scale test cars; and cars with arch bar trucks must not exceed maximum speed of 40 MPH.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	RUNNING BACKWARD
Column:	1	2	3	4
Castroville-Monterey, except:..............	30	20	20	15
With F, Mk, P, Mt, GS engines on curves.......	20	20	20	15
Monterey-MP 127.3, except:..............	25	20	20	15
With P-1, 3, 5, 6 engines where slow boards reading "25-20" apply..............	15	15	15	15
MP 127.3-Asilomar..............	15	15	15	10
Spreckels Jct.-Spreckels..............	..	15	15	10

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Watsonville Jct. to King City	King City to Watsonville Jct.	Monterey and Pacific Grove	Ord to Castroville Ord to Monterey	Castroville to Ord Monterey to Ord
DEP-4	6000 to 6004	7500	7500	....	....	....
DEP-5	6005 to 6007	....	....	....	....	....
DEP-6	6008 to 6010	....	....	....	....	....
DEF-1	6100 to 6118	16700	20000	....	....	....
DEF-2	6119 to 6139	20000	20000	....	....	....
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022	1350	1550	....	....	....
DES-100 to 109	1300 to 1425	2200	2450	....	....	....
E-23	1500	2000	2300	1150	2650	1150
M-4	1617 to 1713	2550	2950	1550	3450	1550
M-6, 8	1721 to 1803, 1823 to 1825	3150	3650	1850	4050	1850
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	3350	3850	1950	4250	1950
M-11	1832 to 1835	3450	3950	2100	4550	2100
T-1	2242 to 2271	2250	2600	1350	3000	1350
T-8, 9	2161 and 2178	1600	1850	970	2150	970
T-23	2301 to 2310	3250	3750	2000	4300	2000
T-26	2283 to 2299	2850	3300	1700	3800	1700
T-28, 31	2311 to 2362	3650	4200	2200	4750	2200
T-32	2363 to 2370, 2372 to 2384	3750	4300	2250	4850	2250
T-40	2371	3750	4300	2250	4850	2250
T-37	2105 and 2106	3250	3750	2000	4350	2000
T-57, 58	2385 and 2386	2950	3400	1800	3900	1800
P-1, 3, 5	2408, 2411, 2412, 2417, 2423, 2425 to 2433, 2437 to 2452, 2459 and 2460	3050	3500	1700	3700	1700
P-1	2403 to 2407 and 2415	3100	3550	1850	4100	1850
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	3450	4000	1900	4250	1900
P-6	2453, 2454 and 2458	3750	4300	2200	4850	2200
P-7	2476 and 2477	3800	4350	....	5150	2350
P-8, 10	2461 to 2474, 2478 to 2483	4000	4600	....	5350	2400
P-8, 10	2475, 2484 to 2491	4150	4800	....	5650	2550
P-11	3100 to 3109	3200	3700	....	4200	1900
P-12	3120 to 3129	4400	5050	....	5650	2550
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	3950	4600	2450	5250	2450
C-15	2505 to 2507	2550	2900	1550	3350	1550
C-17	2510 and 2511	3150	3600	1950	4150	1950
C-18	3400 to 3409	3650	4200	2250	4800	2250
C-19	3410 to 3426	3800	4350	2350	5000	2350
TW-1	2900 to 2913	3050	3500	1850	4000	1850
TW-2, 3	2932 to 2952	2400	2800	1450	3200	1450
TW-4, 6	2926 to 2931 and 2957	2300	2650	1400	3050	1400
TW-8	2914 to 2923	3200	3900	2050	4450	2050
A-3	3025, 3036, 3052 and 3057	2500	2900	....	....	....
A-6	3000 to 3003	2800	3250	....	....	....
Mk-2, 4	3201 to 3240	4650	5400	....	....	2700
Mk-5, 6	3241 to 3277	5150	5850	....	....	2950
Mk-7, 8, 9	3300 to 3324	5550	6350	....	....	3350
Mk-10	3295	4250	4900	....	....	2650
Mk-11	3297 and 3298	4100	4700	....	....	2550
F-1	3611 to 3652	5800	6700	....	7500	3500
F-3	3653 to 3667	6600	7600	....	8650	4100
F-4, 5	3668 to 3769	7000	8000	....	9000	4300
MM-3	3930 and 3931	7650	8750	....	....	....
AC-1, 2, 3	4014 to 4047	8000	9150	....	....	....
AC-4, 5	4100 to 4125	10400	11900	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	11000	12500	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	5750	6600	....	....	3250
Mt-2	4385 to 4390	5800	6650	....	....	3550
GS-1, 2	4401 to 4415	6100	7000	....	....	3450
GS-3, 4, 5, 6	4416 to 4469	6300	7200	....	....	3600
SP-1, 2, 3	5000 to 5048	7900	8000	....	....	....

In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms, and 3 Ms for each such car of 45 to 55 Ms.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 10 (J). Speed boards to left of track:

Eastward MP	Reading	Westward MP	Reading
211.15	50-35	230.09	45-40
228.37	45-40	233.52	55-40

Oval speed boards with the words "APPROACH CIRCUIT" above the figures "40-20" indicate the speed that must not be exceeded passing Approach Circuit sign on signal case 1500 feet in approach to Signals 1932 and 1943. Trains must approach these signals in accordance with automatic signal indications received.

RULE 17. Eastward passenger trains at Santa Margarita will extinguish headlight when helper engines are being coupled to train.

RULE 21 (C). Train indicators on trains arriving San Luis Obispo may be displayed until engine reaches roundhouse, and must be removed immediately on arrival at delivery track.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, except within C.T.C. limits are established at the following stations:

West MP		East MP
162.17	King City	164.72
233.86	Santa Margarita	236.81
249.56	San Luis Obispo	254.00

RULE 99. Flag protection to the rear will not be required of eastward trains standing with rear end on eastward track between end of C.T.C. and passenger station at San Luis Obispo, except that flagman must take position not less than 30 feet behind rear of passenger train and display stop signals to any following train.

RULE 103 (A). Trains and engines must stop and member of crew must protect traffic while crossing Highway 101 over spur to Camp Roberts near McKay.

RULE 505. AUTOMATIC BLOCK SYSTEM

Cushing: Signals P-2329 and P-2331 at west end of siding have push button device for clearing signals on adjoining track. See instructions for all subdivisions.

If Signal P-2329 or Signal P-2331 at west end Cushing does not clear, and no opposing train in view to cause signal to remain in stop position, switch must be inspected and tried, after which, if signal does not then clear, member of crew must operate push button on the signal for track on which train is standing. If signal then remains in stop position, train may proceed as prescribed by Rule 509 (J).

Electric locks on crossover switches on main track to westward siding at Santa Margarita must be released by dispatcher before switches can be thrown. Instructions for operation of electric locks posted inside the lock-box doors.

RULES 510 and 776. The following block signals, equipped with triangular number plates bearing the letter "P" have included in their control limits some special protective device. Interlocking signals are listed as "P-A", and Rule 776 in addition to Rule 510 must be complied with when stopped by such signals.

Eastward Signal	Protection	Westward Signal
P-2328	Spring switch, west end siding, Cushing	P-2329 P-2331
P-A P-A	Fire detector, Tunnel 6, Cuesta	P-2401
P-A	Slide detector fence, Chorro	P-A
P-A P-A	Fire detector, Steiner Creek bridge, Goldtree	P-2493

RULE 516. Overlap posts:

Eaglet	Affecting westward trains,
Cushing	Affecting eastward trains.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Cushing	West end siding	Main track

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows
M	1657	King City	Proceed to west end of siding.
S	1657	King City	Enter siding.

RULE 760. CENTRALIZED TRAFFIC CONTROL SYSTEM

Limits extend from west end westward siding Santa Margarita to end of double track San Luis Obispo.

Lower unit of eastward signal at end double track San Luis Obispo governs only to C.T.C. limit at fouling point on westward track, and trains and engines must not accept proceed indication for diverging route until verbal understanding has been had with yardmaster or his representative that protection has been provided on westward track, except that proceed signal from yardman, green flag by day or green light by night, may be accepted as authority to move from C.T.C. limit to the first switch leading to yard tracks only.

Westward siding Santa Margarita has a dual control switch at east end, but this is not a controlled siding, and has no signal control beyond fouling point. Before fouling westward siding at west end, or at either crossover, dispatcher's permission and time limit must be obtained.

Absolute signal at end double track at San Luis Obispo has call-on unit which, when flashing yellow, authorizes a train or engine after stopping, to proceed with caution on eastward track without securing telephone permission from dispatcher, but must expect to find track occupied.

Call-on unit on absolute signals at east and west end of westward siding at Santa Margarita; at east switch of engine track at Santa Margarita; and at end of double track at San Luis Obispo. When an engine or cut of cars which is to couple to a train on main track is standing within 50 feet of the signal, flashing yellow light in any of these call-on units will authorize such engine to pass the signal without securing dispatcher's permission to do so, provided the train has stopped, and in addition a hand or lamp signal to proceed is received from member of the train crew.

Eastward and westward signals on siding at middle crossovers at Serrano have call-on unit which, when flashing yellow authorizes a train on siding, after stopping, to proceed on siding beyond crossover switches without securing telephone permission from dispatcher, but must expect to find a train at any point on siding.

Eastward trains cutting out helpers at Serrano or other points, must not be passed by helper engines when said trains are in motion. If helper is to precede train, the train must not be started until helper has passed road engine.

Light engines originating within C.T.C. limits need not display train indicators or white flags within C.T.C. limits. Markers must be properly displayed.

Westward trains on siding Cuesta, stopped by absolute signal must not pass insulated joints until signal clears.

RULE 776(a). When necessary to send flagman through Tunnel 6 at Cuesta, train must wait until flagman calls on telephone from opposite end of tunnel.

GENERAL REGULATIONS

RULE 825. When freight trains are tied up in San Luis Obispo yard trainmen will set sufficient hand brakes on the head-end of eastward trains.

Portable rail skids are hung on posts at lower end of sidings at:

Cushing Cuesta Serrano Chorro Goldtree

When necessary to leave cars on any of these sidings permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from these sidings must remove rail skid and return it to proper post and lock it in place with switch lock.

RULE 827. TRAIN INSPECTION

Eastward freight trains must stop between switches Serrano 10 minutes to permit heat of wheels to equalize, and for train inspection.

When conditions are favorable, and in judgment of conductor and engineer it is safe to do so, trains may run in either direction between Santa Margarita and King City, without stopping for inspection. If stop is made at any intermediate point inspection must be made.

RULE 829. Trains must not block crossings at Pearl St. and Bitterwater road, just east and west of station building at King City longer than ten minutes.

AIR BRAKE RULES

RULE 17. Retainers will be used on passenger trains as follows:

Eastward, all retainers from summit in Tunnel 6 to west switch Hathaway, if accessible; but if more than four head-end cars on which retainers are not accessible, stop must be made at Serrano to turn such retainers up. If operating stop is not made at Hathaway inaccessible retainers on head-end cars may be left turned up until train stops at San Luis Obispo. On any train having as many inaccessible as accessible retainers, stop must be made at Serrano to turn up all retainers; and when over one-third of the total equipment in train consists of head-end cars on which retainers are not accessible, stop will be made after running test has been made leaving Santa Margarita, and before reaching summit, where such retainers must be turned up.

Westward, all accessible retainers from summit in Tunnel 6 to Santa Margarita.

On spur between Goldtree and Camp San Luis Obispo with over 5 cars, one retainer for each two cars must be turned up on head end.

When streamlined trains are controlled on descending grade with electro-pneumatic brakes, retaining valves will not be used.

Retainers will be used on freight trains as follows:

One retainer for each 120 Ms in train, eastward from summit in Tunnel 6 to west switch Hathaway; westward from summit in Tunnel 6 to Santa Margarita; and on spur in both directions between Goldtree and Camp San Luis Obispo.

Eastward trains must not exceed 10 MPH from one-half mile west of west switch to east switch Hathaway to enable trainmen to turn down retainers.

When eastward trains have over 45 cars, retainers on head 15 cars will be left up until train stops at San Luis Obispo, where they must be turned down.

When helper engines remain cut in train in either direction, three additional retainers must be turned up for each helper engine in above territories.

FREIGHT TRAINS

RULE 22. When making terminal test on westward freight trains at San Luis Obispo, carmen or trainmen, after observing proper air pressure on gage in caboose, will give Signal 12(f) to engineer on rear helper engine who will then sound Signal 14(m), and other carmen or trainmen will give Signal 12(f) to road engineer.

Trainmen must not couple air hose on outgoing freight trains at San Luis Obispo until train is made up and caboose on the train. Coupling the caboose to the rear of the train will be considered as an indication that the train is made up and yardmen have completed their work. Yardmen must not perform switching on, or couple other cars to a train on which the caboose has been attached, without instructions from the yardmaster, who will see to it that members of the crew are notified in advance.

RULE 24. No car inspectors on duty at San Luis Obispo 5:30 PM to 9:00 AM daily. During this period trainmen and yardmen will couple and uncouple air hose and make necessary tests.

RULE 25. Rear-end test must be made on eastward freight trains immediately prior to leaving Santa Margarita in accordance with paragraph (b).

RULE 33. The maximum tonnage per operative brake between Santa Margarita and San Luis Obispo and on spur between Goldtree and Camp San Luis Obispo is 120 Ms.

PASSENGER TRAINS

RULE 38. Will apply at San Luis Obispo when carmen not on duty.

No car inspectors on duty at San Luis Obispo 5:30 PM to 9:00 AM daily. During this period trainmen and yardmen will couple and uncouple air hose and steam hose and make necessary tests.

RULE 39. Running test must be made immediately after passing summit in Tunnel 6 in both directions.

MISCELLANEOUS

1. Engines with tenders of less than 9,000 gallons capacity must have full tank of water leaving San Luis Obispo westward, and leaving Santa Margarita eastward.

4. Helper engines must not be placed behind caboose of eastward freight trains from Santa Margarita.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Description
DEP, DEF, Mk, F, AC, MM, Mt, GS, SP, T-40, P, A	Thyle.......Spur.
”	Hathaway...Shell, Standard and Richfield oil spurs.

Load limit (car and contents):

King City-San Luis Obispo..............251,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

SPECIAL INSTRUCTIONS—SANTA MARGARITA SUBDIVISION

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
182.92	San Ardo	East water tank spout on siding	Side
200.55	Nacimiento	Salinas River bridge	Side
222.03	Templeton	Overgrade crossing	Side
223.39	Asuncion	Graves Creek bridge	Side
239.63	Cuesta	Tunnel 6	Overhead and side
240.24	Thyle	Tunnel 7	Overhead and side
240.66	,,	Tunnel 8	Overhead and side
240.91	,,	Tunnel 9	Overhead and side
241.72	,,	Tunnel 10	Overhead and side
245.82	Chorro	Tunnel 11	Side
251.15	Hathaway	Overgrade crossing	Overhead and side
251.22	Hathaway	Overgrade crossing	Side
251.79	San Luis Obispo	Overgrade crossing	Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
On branches	10
Through all sidings, yard tracks and other tracks with engine running backward	10

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in Speed Restrictions for Engines, appearing in Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	Streamlined MORNING DAYLIGHT NOON DAYLIGHT	OTHER PASSENGER TRAINS	♦FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD
Column:	B	1	2	3	4
EASTWARD, KING CITY TO SAN LUIS OBISPO:					
MP MP					
163.10 to 164.00 (King City passing station)	45	45	40	40	30
164.00 to 167.43 (Welby)	75	70	50	45	30
167.43 to 168.58 (curves)	50	50	40	35	30
168.58 to 168.80 (curves)	45	45	35	30	30
168.80 to 173.14	75	70	50	45	30
173.14 to 173.72 (curve)	65	65	50	45	30
173.72 to 175.58	75	70	50	45	30
175.58 to 175.82 (curve)	65	65	50	45	30
175.82 to 185.50	75	70	50	45	30
185.50 to 186.13 (Getty)	55	55	50	45	30
186.13 to 188.17 (curves)	65	65	50	45	30
188.17 to 188.35 (curve)	50	50	40	40	30
188.35 to 189.96 (curves)	60	60	40	40	30
189.96 to 190.19 (curve)	50	50	40	40	30
190.19 to 192.92	60	60	40	40	30
192.92 to 193.70 (curves)	40	40	20	20	20
193.70 to 194.17 (curves)	30	30	25	25	20
194.17 to 197.43	60	60	50	45	30
197.43 to 197.80 (curve)	55	55	50	45	30
197.80 to 201.55 (Nacimiento)	60	60	50	45	30
201.55 to 202.45 (curves)	55	55	50	45	30
202.45 to 206.00	60	60	50	45	30
206.00 to 206.23 (curve)	55	55	50	45	30
206.23 to 208.11	60	60	50	45	30
208.11 to 209.85 (curves)	55	55	45	45	30
209.85 to 211.90 (curves)	55	55	40	40	30
211.90 to 212.16 (curve)	50	50	35	35	30
212.16 to 215.52	60	60	50	45	30
215.52 to 216.80 (Paso Robles)	60	60	45	45	30
216.80 to 217.23 (curves)	50	50	40	40	30
217.23 to 219.15	60	60	50	45	30
219.15 to 220.02 (curves)	40	40	35	35	30
220.02 to 222.36	60	60	40	40	30
222.36 to 227.20 (curves)	55	55	40	40	30
227.20 to 227.46	45	45	35	35	30
227.46 to 229.15 (curve)	55	55	40	40	30
229.15 to 231.36 (curves)	45	45	40	40	30
231.36 to 232.77 (curves)	55	55	45	45	30
232.77 to 235.10 (Santa Margarita)	60	60	50	45	30
235.10 to 236.60 (curves), except:	20	20	20	20	20
No. 96 only	25	..	..	..	..
236.60 to 248.30 (curves)	25	25	20	20	15
248.30 to 251.50 (curves)	35	35	20	20	15
251.50 to 252.80 (San Luis Obispo)	15	15	15	15	15

TERRITORY	Streamlined MORNING DAYLIGHT NOON DAYLIGHT	OTHER PASSENGER TRAINS	♦FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD
Column:	B	1	2	3	4
WESTWARD, SAN LUIS OBISPO TO KING CITY:					
MP MP					
252.80 to 251.50 (San Luis Obispo)	15	15	15	15	15
251.50 to 248.30 (curves)	35	35	20	20	15
248.30 to 236.60 (curves)	25	25	20	20	15
236.60 to 235.10 (Santa Margarita)	20	20	20	20	20
235.10 to 232.77	60	60	50	45	30
232.77 to 231.36 (curves)	55	55	50	45	30
231.36 to 229.15 (curves)	45	45	40	40	30
229.15 to 227.46 (curves)	55	55	40	40	30
227.46 to 227.20 (curves)	45	45	35	35	30
227.20 to 222.36 (curves)	55	55	40	40	30
222.36 to 220.02	60	60	40	40	30
220.02 to 219.15 (curves)	40	40	35	35	30
219.15 to 217.23	60	60	50	45	30
217.23 to 216.80 (curve)	50	50	30	30	30
216.80 to 215.52 (Paso Robles)	60	60	45	45	30
215.52 to 212.16	60	60	50	45	30
212.16 to 211.90 (curve)	50	50	35	35	30
211.90 to 209.85 (curves)	50	50	40	40	30
209.85 to 208.11 (curves)	55	55	45	45	30
208.11 to 206.23	60	60	50	45	30
206.23 to 206.00 (curve)	50	50	50	45	30
206.00 to 202.45	60	60	50	45	30
202.45 to 201.55 (Nacimiento)	55	55	50	45	30
201.55 to 197.80	60	60	50	45	30
197.80 to 197.43 (curve)	55	55	50	45	30
197.43 to 194.60	60	60	50	45	30
194.60 to 193.92 (curve)	40	40	20	20	20
193.92 to 193.70 (curve)	30	30	25	25	25
193.70 to 193.20 (curve)	55	55	40	40	30
193.20 to 190.19	60	60	40	40	30
190.19 to 189.96 (curve)	50	50	40	40	30
189.96 to 188.35	60	60	40	40	30
188.35 to 188.17 (curve)	50	50	40	40	30
188.17 to 186.13 (Getty)	65	65	50	45	30
186.13 to 185.50 (curves)	55	55	50	45	30
185.50 to 175.82	75	70	50	45	30
175.82 to 175.58 (curve)	65	65	50	45	30
175.58 to 173.72	75	70	50	45	30
173.72 to 173.14 (curve)	65	65	50	45	30
173.14 to 168.80	75	70	50	45	30
168.80 to 168.58 (curve)	45	45	35	35	30
168.58 to 167.43 (Welby)	50	50	40	40	30
167.43 to 164.00	75	70	50	45	30
164.00 to 163.10 (King City passing station)	45	45	40	40	30

When electro-pneumatic brakes are inoperative, maximum speed of 75 MPH shown in Column B, and permissible speed as indicated on round yellow SIGNAL speed boards, must be reduced by 5 MPH.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to Nos. 373 and 374 when those trains consist entirely of passenger equipment, or cars with steel wheels, including box cars with steel wheels and caboose with steel wheels, except that maximum of 60 MPH must not be exceeded at any point.

♦Freight and Mixed trains with twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed Permitted with Certain Equipment"; scale test cars; and cars with arch bar trucks must not exceed maximum speed of 40 MPH.

SPECIAL INSTRUCTIONS—SANTA MARGARITA SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	King City to Santa Margarita	Santa Margarita to King City	Santa Margarita to San Luis Obispo	San Luis Obispo to Santa Margarita
DEP-4	6000 to 6004	6400	7500	2750	1900
DEP-5	6005 to 6007	....	....	....	....
DEP-6	6008 to 6010	....	....	....	....
DEF-1	6100 to 6118	16700	20000	5600	4400
DEF-2	6119 to 6139	20000	20000	7400	6900
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022	1350	1550	400	400
DES-100 to 109	1300 to 1425	2200	2450	700	700
E-23	1500	2000	2300	560	490
M-4	1617 to 1713	2550	2950	780	700
M-6, 8	1721 to 1803, 1823 to 1825	3150	3650	990	890
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	3350	3850	1050	950
M-11	1832 to 1835	3450	3950	1050	970
T-1	2242 to 2271	2250	2600	680	610
T-8, 9	2161 and 2178	1600	1850	460	410
T-23	2301 to 2310	3250	3750	1000	900
T-26	2283 to 2299	2850	3300	850	760
T-28, 31	2311 to 2362	3650	4200	1150	1050
T-32	2363 to 2370, 2372 to 2384	3750	4300	1150	1050
T-40	2371	3750	4300	1150	1050
T-37	2105 and 2106	3250	3750	1000	910
T-57, 58	2385 and 2386	2950	3400	910	820
P-1, 3, 5	2408, 2411, 2412, 2417, 2423, 2425 to 2433, 2437 to 2452, 2459 and 2460	3050	3500	860	770
P-1	2403 to 2407 and 2415	3100	3550	890	790
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	3450	4000	1000	860
P-6	2453, 2454 and 2458	3750	4300	1100	970
P-7	2476 and 2477	3800	4350	1150	1050
P-8, 10	2461 to 2474, 2478 to 2483	4000	4600	1200	1050
P-8, 10	2475, 2484 to 2491	4150	4800	1250	1150
P-11	3100 to 3109	3200	3700	900	800
P-12	3120 to 3129	4400	5050	1250	1150
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	3950	4600	1300	1150
C-15	2505 to 2507	2550	2900	800	720
C-17	2510 and 2511	3150	3600	1000	920
C-18	3400 to 3409	3650	4200	1150	1050
C-19	3410 to 3426	3800	4350	1200	1050
TW-1	2900 to 2913	3050	3500	950	850
TW-2, 3	2932 to 2952	2400	2800	740	670
TW-4, 6	2926 to 2931 and 2957	2300	2650	690	620
TW-8	2914 to 2923	3200	3900	1050	950
A-3	3025, 3036, 3052 and 3057	2500	2900	630	550
A-6	3000 to 3003	2800	3250	800	710
Mk-2, 4	3201 to 3240	4650	5400	1500	1350
Mk-5, 6	3241 to 3277	5150	5850	1600	1450
Mk-7, 8, 9	3300 to 3324	5550	6350	1750	1600
Mk-10	3295	4250	4900	1350	1300
Mk-11	3297 and 3298	4100	4700	1300	1200
F-1	3611 to 3652	5800	6700	1900	1700
F-3	3653 to 3667	6600	7600	2100	1900
F-4, 5	3668 to 3769	7000	8000	2350	1900
MM-3	3930 and 3931	7650	8750	2400	2200
AC-1, 2, 3	4014 to 4047	8000	9150	2550	2300
AC-4, 5	4100 to 4125	10400	11900	3150	2950
AC-6 to 12	3800 to 3811, 4126 to 4294	11000	12500	3300	3100
Mt-1, 3, 4, 5	4300 to 4376	5750	6600	1700	1500
Mt-2	4385 to 4390	5800	6650	1800	1600
GS-1, 2	4401 to 4415	6100	7000	1750	1550
GS-3, 4, 5, 6	4416 to 4469	6300	7200	1800	1600
SP-1, 2, 3	5000 to 5048	7900	8000	2600	2100

Between King City and Santa Margarita, in figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms, and 3 Ms for each such car of 45 to 55 Ms; and between Santa Margarita and San Luis Obispo, add 3 Ms for each such car of 55 Ms or less.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 10 (J). Speed boards to left of track:

Westward MP	Reading
264.70	60-40
286.42	40-30

Oval speed boards with words "APPROACH CIRCUIT" above the figures "40-20" indicate the speed that must not be exceeded passing Approach Circuit sign on signal case 1500 feet in approach to Signals P-2608, 2676 and 2693. Trains must approach these signals in accordance with automatic signal indications received.

RULE 14(e). As specified below, — — — — — — — — will be indication that flagman may return from east as prescribed by Rule 99:

Surf................Trains on Lompoc Branch.

RULE 21 (C). Train indicators on trains arriving San Luis Obispo may be displayed until engine reaches roundhouse, and must be removed immediately on arrival at delivery track.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP		East MP
249.56	San Luis Obispo	254.00
275.20	Guadalupe	277.32
301.85	Surf	303.49
	" (Lompoc Branch)	303.84
369.16	Santa Barbara	373.71
310.61	Lompoc	316.93

RULE 99. Army will do switching at Camp Cooke. When necessary for SP crews to enter any jointly operated tracks they must provide adequate protection to avoid collision.

RULE 99 (C). Will apply on Lompoc and White Hills Branches.

RULE 103 (A). Movements over H St. crossing, Lompoc, must be protected by member of crew.

RULE 104. The normal position of rigid switches at junctions is as follows:

Surf...........Middle track, for Lompoc Branch,
White Hills Jct..White Hills Branch, for Lompoc-Surf line.

RULE 282. Exceptions: Signal without number plate, located at MP 262.18 displaying indication as illustrated by Rule 282, Fig. 1, governing the approach to 10-degree curve three-fourths mile in advance of this signal requires speed to be restricted to 30 MPH for passenger trains, and 25 MPH for all other trains on the 10-degree curve. Signal does not govern movement for balance of the block.

AUTOMATIC BLOCK SYSTEM

RULE 505. Concepcion: Signals P-3252 and P-3254 at east end of siding have push button device for clearing signals on adjoining track. See instructions for all subdivisions.

If Signal P-3252 or P-3254 at east end Concepcion does not clear, and no opposing train in view to cause signals to remain in stop position, switch must be inspected and tried, after which, if signal does not then clear, member of crew must operate push button on the signal for track on which train is standing. If signal then remains in stop position, train may proceed as prescribed by Rule 509 (J).

RULE 510. The following block signals equipped with triangular number plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-2588	Spring switch, end double track, Hadley.....	P-2589
P-2588	Collision detector, Tiber underpass, MP 259.83........................	P-2609
P-2608	Flood detector, second Villa Creek bridge, MP 261.37..........................	P-2623
P-2736	Collision detector, Oso Flaco underpass, MP 274.06..........................	P-2747
P-2846	Mud slide detector fence, Schuman..........	P-2851
P-2940	Fire detector, Los Alamos bridge, Narlon....	P-2953
P-3082	Fire detector, Honda Canon bridge, Honda..	P-3097
P-3104	Slide detector fence, MP 311.65............	P-3123
P-3188	Fire detector, Jalama Canon bridge, Jalama..	P-3207
P-3214	Slide detector fence, MP 321.5............	P-3233
P-3252 P-3254	Spring switch, east end siding, Concepcion...	P-3253
P-3356	Fire detector, Alegria Canon bridge, Sacate....	P-3373
P-3368	Fire detector, Gaviota Canon bridge, Gaviota.	P-3389
P-3424	Spring switch, west end siding, Lento......	
P-3686	Spring switch, end double track, West Santa Barbara..........................	P-3687

RULE 516. Overlap posts:

Grover.........Affecting eastward trains,
Callender.........Affecting eastward trains,
Devon.........Affecting eastward and westward trains.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Hadley	End double track	Westward track
Concepcion	East end siding	Main track
Lento	West end siding	Main track
West Santa Barbara	End double track	Eastward track

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
San Luis Obispo	On west leg of wye	Engine lead

Spring derail on west end of turntable lead at San Luis Obispo may be trailed through on westward movement.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows
M	3010	Surf	Proceed on main track to east end of siding.
S	3010	Surf	Enter siding.
M	3041	Surf	Proceed on main track to west end of siding.
S	3041	Surf	Enter siding.

GENERAL REGULATIONS

RULE 825. When freight trains are tied up in San Luis Obispo yard trainmen will set sufficient hand brakes on the rear of westward trains.

RULE 827. TRAIN INSPECTION

Maximum distance freight trains may run without stopping for inspection is 55 miles, except when conditions are favorable, and in the judgment of conductor and engineer it is safe to do so, may run in either direction between Surf and Santa Barbara, and between San Luis Obispo and Concepcion without inspection. If stop is made at any intermediate point inspection must be made.

AIR BRAKE RULES

RULE 17. All retainers must be turned up White Hills to White Hills Jct.

Eastward freight trains of 30 to 50 cars turn up 10 retainers; 51 to 75 cars 15 retainers; and over 75 cars twenty retainers solid just behind engine from end double track West Santa Barbara until train has stopped in Santa Barbara yard, where they must be turned down. Trains reduce speed to 20 MPH approaching West Santa Barbara to enable trainmen to turn up retainers.

FREIGHT TRAINS

RULE 22. Trainmen must not couple air hose on outgoing freight trains at Santa Barbara or San Luis Obispo until train is made up and caboose on the train. Coupling the caboose to the rear of the train will be considered as an indication that the train is made up and yardmen have completed their work. Yardmen must not perform switching on, or couple other cars to a train on which the caboose has been attached, without instructions from the yardmaster, who will see to it that members of the crew are notified in advance.

RULE 24. Road test must be made before leaving White Hills as prescribed by this rule.

No car inspectors on duty at San Luis Obispo 5:30 PM to 9:00 AM daily. During this period trainmen and yardmen will couple and uncouple air hose and make necessary tests.

PASSENGER TRAINS

RULE 38. Will apply at San Luis Obispo and Santa Barbara when carmen not on duty. At Santa Barbara engineers will use hand, instead of steam whistle signals. Trainmen will place themselves in position to relay signals to the best advantage.

No car inspectors on duty at San Luis Obispo 5:30 PM to 9:00 AM daily. During this period trainmen and yardmen will couple and uncouple air hose and steam hose and make necessary tests.

MISCELLANEOUS

1. Water supply at Gaviota and Lompoc for emergency use only. Engines take only sufficient water at Guadalupe to make San Luis Obispo or Surf.

10. Engines listed must not operate on tracks shown below:

Class of Engine		Restricted Tracks
DEP, DEF, Mk, F, AC, MM, Mt, GS, SP, T-40, P, A	San Luis Obispo	Vegetable spur.
”	Surf	Short leg of wye.
”	Goleta	Walnut spur.
All engs. and cars	Tangair	On Government tracks at Camp Cooke, except wye tracks may be used to a point 300 feet west of west switch of interchange tracks.

Load limit (car and contents):

San Luis Obispo-Santa Barbara	251,000 pounds
Surf-White Hills	210,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
261.37	Tiber	Villa Creek bridge	Side
262.68	Pismo	Villa Creek bridge	Side
266.37	Oceano	Arroyo Grande River bridge	Side
265.85	Oceano	West water tank, main track	Side
279.47	Waldorf	Overgrade crossing	Side
318.32	Sudden	Tunnel 12	Overhead and side

SPEED RESTRICTIONS—BRANCHES

TERRITORY	PASSENGER	FREIGHT AND MIXED	LIGHT ENGINE RUNNING FORWARD	ENGINE BACKING
Surf-Lompoc	20	20	20	15
Lompoc-White Hills	15	15	10	10

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
On branches	10
Through all sidings, yard tracks and other tracks with engine running backward	10
San Luis Obispo wye	5
Devon wye	5

SPECIAL INSTRUCTIONS—GUADALUPE SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	San Luis Obispo and Santa Barbara	Surf and MP 304.3	MP 304.3 and Lompoc	Lompoc and White Hills
DEP-4	6000 to 6004	4650	....	....	....
DEP-5	6005 to 6007	....	....	....	....
DEP-6	6008 to 6010	....	....	....	....
DEF-1	6100 to 6118	10250	....	....	....
DEF-2	6119 to 6139	①12950	....	....	....
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022	1000	1000	....	....
DES-100 to 109	1300 to 1425	1600	1600	....	....
E-23	1500	1300	1300	....	....
M-4	1617 to 1713	1750	1750	2000	490
M-6, 8	1721 to 1803, 1823 to 1825	2150	2150	2350	600
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	2250	2250	2500	650
M-11	1832 to 1835	2300	2300	2600	680
T-1	2242 to 2271	1500	1500	1700	420
T-8, 9	2161 and 2178	1050	1050	1200	260
T-23	2301 to 2310	2200	2200	2450	620
T-26	2283 to 2299	1900	1900	2150	520
T-28, 31	2311 to 2362	2500	2500	2750	700
T-32	2363 to 2370, 2372 to 2384	2550	2550	2800	720
T-40	2371	2550	2550	....	....
T-37	2105 and 2106	2200	2200	2450	630
T-57, 58	2385 and 2386	2000	2000	2250	570
P-1, 3, 5	2408, 2411, 2412, 2417, 2423, 2425 to 2433, 2437 to 2452, 2459 and 2460	2000	2000	....	....
P-1	2403 to 2407 and 2415	2050	2050	....	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	2400	2400	....	....
P-6	2453, 2454 and 2458	2500	2500	....	....
P-7	2476 and 2477	2550	2550	....	....
P-8, 10	2461 to 2474, 2478 to 2483	2650	2650	....	....
P-8, 10	2475, 2484 to 2491	2900	2900	....	....
P-11	3100 to 3109	2100	2100	....	....
P-12	3120 to 3129	2900	2900	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	2700	2700	3000	780
C-15	2505 to 2507	1700	1700	1900	510
C-17	2510 and 2511	2150	2150	2400	660
C-18	3400 to 3409	2500	2500	2800	750
C-19	3410 to 3426	2600	2600	2900	770
TW-1	2900 to 2913	2050	2050	2300	600
TW-2, 3	2932 to 2952	1650	1650	1850	460
TW-4, 6	2926 to 2931 and 2957	1550	1550	1750	430
TW-8	2914 to 2923	2250	2250	2550	660
A-3	3025, 3036, 3052 and 3057	1700	1700	....	....
A-6	3000 to 3003	1850	1850	....	....
Mk-2, 4	3201 to 3240	3200	3200	....	....
Mk-5, 6	3241 to 3277	3500	3500	....	....
Mk-7, 8, 9	3300 to 3324	3750	3750	....	....
Mk-10	3295	2900	2900	....	....
Mk-11	3297 and 3298	2800	2800	....	....
F-1	3611 to 3652	3900	3900	....	....
F-3	3653 to 3667	4500	4500	....	....
F-4, 5	3668 to 3769	4750	4750	....	....
MM-3	3930 and 3931	5200	5200	....	....
AC-1, 2, 3	4014 to 4047	5450	5450	....	....
AC-4, 5	4100 to 4125	6900	6900	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	7300	7300	....	....
Mt-1, 3, 4, 5	4300 to 4376	4000	4000	....	....
Mt-2	4385 to 4390	3900	3900	....	....
GS-1, 2	4401 to 4415	4200	4200	....	....
GS-3, 4, 5, 6	4416 to 4469	4350	4350	....	....
SP-1, 2, 3	5000 to 5048	5300	5300	....	....

①Applies eastward only. Rating westward is 12500.

In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms, and 3 Ms for each such car of 45 to 55 Ms. except from Lompoc to White Hills add 3 Ms for each such car of 55 Ms or less.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

SPECIAL INSTRUCTIONS—GUADALUPE SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in Speed Restrictions for Engines, appearing in Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	Streamlined MORNING DAYLIGHT NOON DAYLIGHT	OTHER PASSENGER TRAINS	♦FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	LIGHT ENGINES RUNNING BACKWARD
Column:	B	1	2	3	4
EASTWARD, SAN LUIS OBISPO TO SANTA BARBARA:					
MP MP					
251.50 to 252.80 (San Luis Obispo)	15	15	15	15	15
252.80 to 258.50 (curve)	60	60	40	40	30
258.50 to 259.80 (curves & spr. sw.)	35	35	30	30	30
259.80 to 260.57	40	40	20	20	20
260.57 to 262.30 (curves)	30	30	25	25	25
262.30 to 263.00 (Pismo)	60	50	30	30	30
263.00 to 263.95	60	60	50	45	30
263.95 to 267.30 (Grover)	75	70	50	45	30
267.30 to 267.94	40	40	20	20	20
267.94 to 269.00 (curves)	40	40	35	35	30
269.00 to 275.61 (Callender)	75	70	50	45	30
275.61 to 277.00 (Guadalupe)	50	50	40	40	30
277.00 to 278.53	65	65	50	45	30
278.53 to 279.57 (curves)	55	55	50	45	30
279.57 to 280.00 (curve)	45	45	30	30	30
280.00 to 283.24	75	70	50	45	30
283.24 to 283.80 (curve)	55	55	40	40	30
283.80 to 285.76 (curves)	40	40	30	30	30
285.76 to 287.00 (curves)	45	45	35	35	30
287.00 to 288.35 (Casmalia)	55	55	40	40	30
288.35 to 288.91 (curve)	50	50	40	40	30
288.91 to 291.00 (Antonio)	55	55	40	[illegible]	30
291.00 to 291.32 (curve)	45	45	35	35	30
291.32 to 294.40	65	65	50	45	30
294.40 to 295.80 (curve)	60	60	50	45	30
295.80 to 296.08 (curve)	45	45	35	35	30
296.08 to 299.57	55	55	40	40	30
299.57 to 300.20 (curves)	45	45	35	35	30
300.20 to 301.55	55	55	40	40	30
301.55 to 303.51 (Surf)	60	60	50	45	30
303.51 to 304.40 (curve)	55	55	50	45	30
304.40 to 304.70 (curve)	50	50	40	40	30
304.70 to 306.10	55	55	50	45	30
306.10 to 309.00 (Honda)	60	60	50	45	30
309.00 to 310.15 (curves)	45	45	35	35	30
310.15 to 311.81 (curves)	50	50	35	35	30
311.81 to 314.67 (curves)	60	60	40	40	30
314.67 to 316.44	75	70	50	45	30
316.44 to 218.20 (Tunnel 12)	65	65	40	40	30
318.20 to 320.15 (curves)	45	45	35	35	30
320.15 to 323.12 (curves)	40	40	35	35	30
323.12 to 325.36 (Concepcion)	65	65	50	45	30
325.36 to 325.66 (curve)	55	55	40	40	30
325.66 to 328.26	65	65	50	45	30
328.26 to 329.71 (curves)	55	55	50	45	30
329.71 to 331.58 (Gato)	65	65	50	45	30

TERRITORY	Streamlined MORNING DAYLIGHT NOON DAYLIGHT	OTHER PASSENGER TRAINS	♦FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	LIGHT ENGINES RUNNING BACKWARD
Column:	B	1	2	3	4
WESTWARD, SANTA BARBARA TO SAN LUIS OBISPO:					
MP MP					
★372.27 to 368.70 (Santa Barbara)	20	20	20	20	20
368.70 to 368.49 (spring switch)	35	35	30	30	30
368.49 to 367.00 (Hope Ranch)	55	55	40	40	30
367.00 to 357.76	75	70	50	45	30
357.76 to 357.55 (curve)	50	50	40	40	30
357.55 to 356.85 (curve)	60	60	50	45	30
356.85 to 354.36	75	70	50	45	30
354.36 to 354.17 (curve)	65	65	50	45	30
354.17 to 351.97	75	70	50	45	30
351.97 to 351.64 (curve)	65	65	50	45	30
351.64 to 350.00 (Capitan)	75	70	50	45	30
350.00 to 348.80	60	60	50	45	30
348.80 to 348.13 (curves)	55	55	40	40	30
348.13 to 347.40 (curves)	45	45	40	40	30
347.40 to 344.77 (curves)	50	50	40	40	30
344.77 to 343.90 (curves)	60	60	40	40	30
343.90 to 342.00	65	65	50	45	30
342.00 to 338.60 (Gaviota)	75	70	50	45	30
338.60 to 337.85 (curves)	55	55	50	45	30
337.85 to 336.19	65	65	50	45	30
336.19 to 335.67 (curves)	45	45	35	35	30
335.67 to 333.30 (curves)	55	55	50	45	30
333.30 to 333.05 (curve)	50	50	40	40	30
333.05 to 331.58 (curves)	55	55	50	45	30
331.58 to 329.71 (Gato)	65	65	50	45	30
329.71 to 328.26 (curves)	55	55	50	45	30
328.26 to 325.66	65	65	50	45	30
325.66 to 325.36 (Concepcion)	55	55	40	40	30
325.36 to 323.12	65	65	50	45	30
323.12 to 320.15 (curves)	40	40	35	35	30
320.15 to 318.20 (Tunnel 12)	45	45	35	35	30
318.20 to 316.44	65	65	40	40	30
316.44 to 314.67	75	70	50	45	30
314.67 to 311.81 (curves)	60	60	40	40	30
311.81 to 310.15 (curves)	50	50	35	35	30
310.15 to 309.00 (curves)	45	45	35	35	30
309.00 to 306.10	60	60	50	45	30
306.10 to 304.70	55	55	50	45	30
304.70 to 304.40 (curve)	50	50	40	40	30
304.40 to 303.51	55	55	50	45	30
303.51 to 301.55 (Surf)	60	60	50	45	30
301.55 to 300.20 (curves)	55	55	40	40	30
300.20 to 299.57 (curves)	45	45	35	35	30
299.57 to 296.08 (Tangair)	55	55	40	40	30
296.08 to 295.80 (curve)	45	45	35	35	30
295.80 to 294.40 (curves)	60	60	50	45	30

(Continued on page 31)

★Regulated by City ordinance.

When electro-pneumatic brakes are inoperative, maximum speed of 75 MPH shown in Column B, and permissible speed as indicated on round yellow SIGNAL speed boards, must be reduced by 5 MPH.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to Nos. 373 and 374 when those trains consist entirely of passenger equipment, or cars with steel wheels, including box cars with steel wheels and caboose with steel wheels, except that maximum of 60 MPH must not be exceeded at any point.

♦Freight and Mixed trains with twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed Permitted with Certain Equipment"; scale test cars; and cars with arch bar trucks must not exceed maximum speed of 40 MPH.

SPECIAL INSTRUCTIONS—GUADALUPE SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in Speed Restrictions for Engines, appearing in Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	Streamlined MORNING DAYLIGHT NOON DAYLIGHT	OTHER PASSENGER TRAINS	♦FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD
Column:	B	1	2	3	4
EASTWARD, SAN LUIS OBISPO TO SANTA BARBARA, (continued:)					
MP MP					
331.58 to 333.05 (curves)	55	55	50	45	30
333.05 to 333.30 (curve)	50	50	40	40	30
333.30 to 335.67 (curves)	55	55	50	45	30
335.67 to 336.19 (curves)	45	45	35	35	30
336.19 to 337.85	65	65	50	45	30
337.85 to 338.60 (curves)	55	55	50	45	30
338.60 to 342.00 (Gaviota)	75	70	50	45	30
342.00 to 343.90	65	65	50	45	30
343.90 to 344.77	60	60	40	40	30
344.77 to 347.40 (curves)	50	50	40	40	30
347.40 to 348.13 (curves)	45	45	40	40	30
348.13 to 348.80 (curves)	55	55	40	40	30
348.80 to 350.00 (Capitan)	60	60	50	45	30
350.00 to 351.64	75	70	50	45	30
351.64 to 351.97 (curve)	65	65	50	45	30
351.97 to 354.17	75	70	50	45	30
354.17 to 354.36 (curve)	65	65	50	45	30
354.36 to 356.85	75	70	50	45	30
356.85 to 357.55 (curve)	60	60	50	45	30
357.55 to 357.76 (curve)	50	50	40	40	30
357.76 to 367.00 (Hope Ranch)	75	70	50	45	30
367.00 to 368.49 (end double track)	55	55	40	40	30
368.49 to 368.70 (spring switch)	35	35	30	30	30
★368.70 to 372.27 (Santa Barbara)	20	20	20	20	20

TERRITORY	Streamlined MORNING DAYLIGHT NOON DAYLIGHT	OTHER PASSENGER TRAINS	♦FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD
Column:	B	1	2	3	4
WESTWARD, SANTA BARBARA TO SAN LUIS OBISPO, (continued):					
MP MP					
294.40 to 291.32	65	65	50	45	30
291.32 to 291.00 (curve)	45	45	35	35	30
291.00 to 288.91 (curves)	55	55	40	40	30
288.91 to 288.35 (curves)	50	50	40	40	30
288.35 to 287.00 (Casmalia)	55	55	40	40	30
287.00 to 285.76 (curves)	45	45	35	35	30
285.76 to 283.80 (curves)	40	40	30	30	30
283.80 to 283.24 (curve)	55	55	40	40	30
283.24 to 280.00	75	70	50	45	30
280.00 to 279.57 (curve)	45	45	35	35	30
279.57 to 278.53 (curves)	55	55	50	45	30
278.53 to 277.00 (Guadalupe)	65	65	50	45	30
277.00 to 275.61	50	50	40	40	30
275.61 to 269.55 (Callender)	75	70	50	45	30
269.55 to 269.00 (curves)	40	40	20	20	20
269.00 to 267.94 (curves)	40	40	35	35	30
267.94 to 263.95 (Grover)	75	70	50	45	30
263.95 to 263.69 (curve)	60	60	50	45	30
263.69 to 262.30	75	70	50	45	30
262.30 to 261.18 (curves)	30	30	25	25	25
261.18 to 259.80 (Tiber)	50	50	35	35	30
259.80 to 259.00 (Hadley)	35	35	30	30	30
259.00 to 258.50 (curve)	45	45	35	35	30
258.50 to 252.80	60	60	40	40	30
252.80 to 251.50 (San Luis Obispo)	15	15	15	15	15

★Regulated by City ordinance.

When electro-pneumatic brakes are inoperative, maximum speed of 75 MPH shown in Column B, and permissible speed as indicated on round yellow SIGNAL speed boards, must be reduced by 5 MPH.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to Nos. 373 and 374 when those trains consist entirely of passenger equipment, or cars with steel wheels, including box cars with steel wheels and caboose with steel wheels, except that maximum of 60 MPH must not be exceeded at any point.

♦Freight and Mixed trains with twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed Permitted with Certain Equipment"; scale test cars; and cars with arch bar trucks must not exceed maximum speed of 40 MPH.

DIVISION MILEAGE

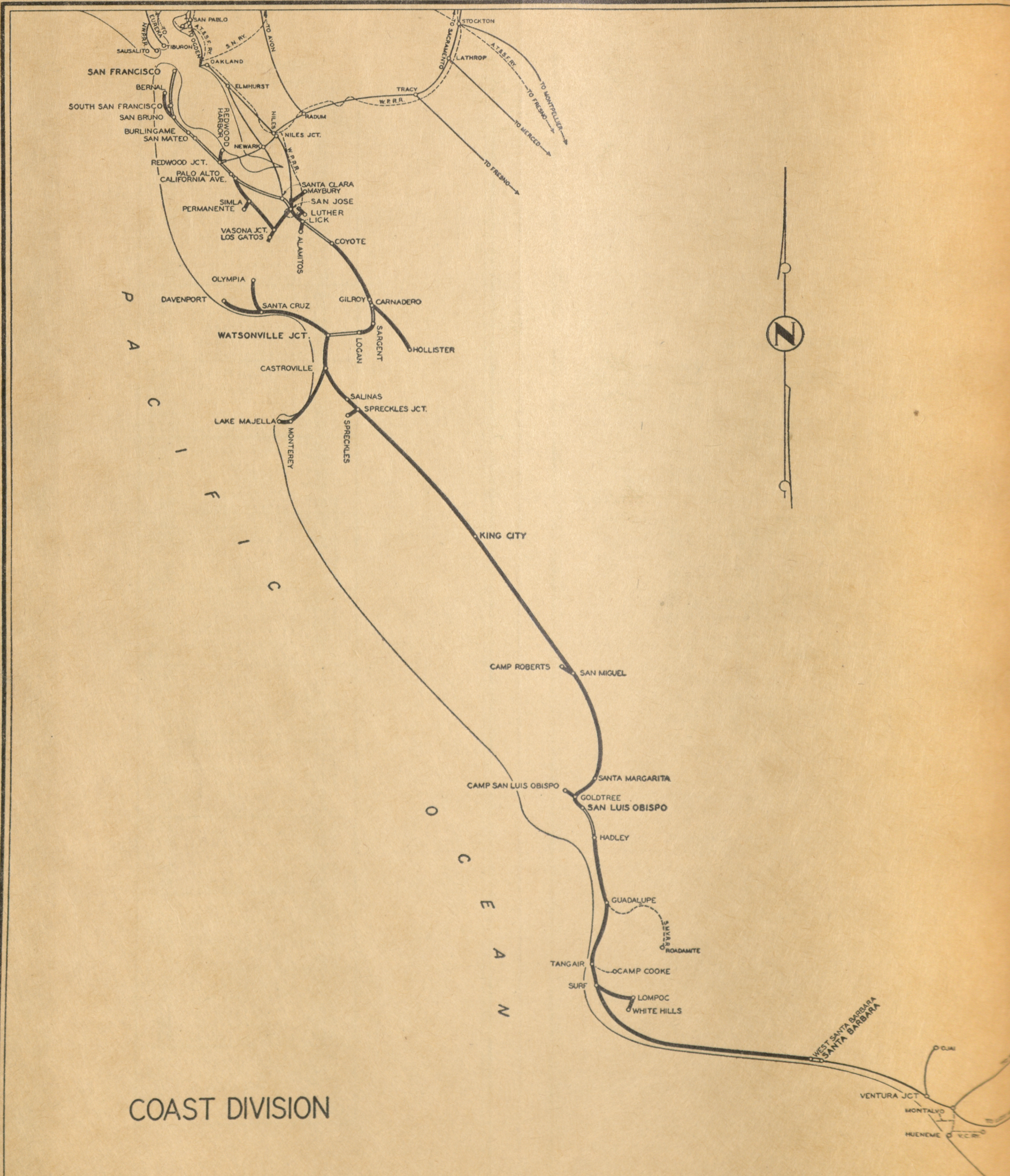
Main Lines		First Track	Second Track	Miles
San Francisco to Santa Barbara	S. P. R. R.	354.68	66.86	
	S. P. Co.	10.37	10.37	
End Western Div. to San Jose	C. P. Ry.	1.51		
	S. P. R. R.	.71		
End Western Div. to Santa Clara	S. P. Co.	1.28		
End Western Div. to Redwood Jct	C. P. Ry.	1.37	1.34	
College Park to San Jose	S. P. R. R.	1.31		
Total		371.23	78.57	
Total Main Lines				449.80

Branches

			First Track	Miles
San Bruno	San Bruno to Bernal	S. P. R. R.	9.81	
So. San Francisco	Baden to So. San Francisco	S. P. R. R.	.87	
		S. P. Co.	.08	
Los Altos	California Ave. to Vasonal Jct.	S. P. R. R.	.02	
		S. P. Co.	16.25	
Los Gatos	San Jose to Los Gatos	S. P. Co.	8.85	
Santa Cruz	Watsonville Jct. to Olympia	S. P. R. R.	20.18	
		S. P. Co.	9.14	
Davenport	Santa Cruz to Davenport	S. P. R. R.	11.91	
Lick	Lick to Alamitos	S. P. R. R.	3.75	
Hollister	Carnadero to Hollister	S. P. R. R.	12.82	
Monterey	Castroville to Lake Majella	S. P. R. R.	19.60	
Spreckels	Spreckels Jct. to Spreckels	S. P. R. R.	2.82	
Lompoc	Surf to White Hills Jct.	S. P. R. R.	10.35	
White Hills	White Hills Jct. to White Hills	S. P. Co.	3.99	
Total Branches				130.44
Total Coast Division				580.24

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36″	100
37″	97.3
38″	94.7
39″	92.3
40″	90
41″	87.8
42″	85.7
43″	83.7
44″	81.8
45″	80
46″	78.3
47″	76.6
48″	75
49″	73.5
50″	72
51″	70.6
52″	69.2
53″	67.9
54″	66.7
55″	65.5
56″	64.3
57″	63.2
58″	62.1
59″	61
1′00″	60
1′01″	59
1′02″	58.1
1′03″	57.1
1′04″	56.2
1′05″	55.4
1′06″	54.5
1′07″	53.7
1′08″	52.9
1′09″	52.2
1′10″	51.4
1′11″	50.7
1′12″	50
1′13″	49.3
1′14″	48.6
1′15″	48
1′16″	47.4
1′17″	46.8
1′18″	46.2
1′19″	45.6
1′20″	45
1′25″	42.4
1′30″	40
1′35″	37.9
1′40″	36
1′45″	34.3
1′50″	32.7
1′55″	31.3
2′00″	30
2′15″	26.7
2′30″	24
2′45″	21.8
3′00″	20
3′30″	17.1
4′00″	15
5′00″	12
6′00″	10
7′00″	8.6
7′30″	8
8′00″	7.5
10′00″	6


TO EUREKA
N.W.P.R.R.
SAN PABLO
A.T.&S.F. RY.
TO OGDEN
S.N. RY.
TO AVON
SAUSALITO
TIBURON
OAKLAND
STOCKTON
TO SACRAMENTO
LATHROP
A.T.&S.F. RY.
TO MONTPELLIER
TO FRESNO
TO MERCED
TO FRESNO
TRACY
W.P.R.R.
SAN FRANCISCO
BERNAL
ELMHURST
SOUTH SAN FRANCISCO
SAN BRUNO
REDWOOD HARBOR
NILES
RADUM
BURLINGAME
SAN MATEO
NILES JCT.
NEWARK
W.P.R.R.
REDWOOD JCT.
PALO ALTO
CALIFORNIA AVE.
SANTA CLARA
MAYBURY
SIMLA
PERMANENTE
SAN JOSE
LUTHER
LICK
VASONA JCT.
LOS GATOS
ALAMITOS
COYOTE
N
OLYMPIA
DAVENPORT
SANTA CRUZ
GILROY
CARNADERO
P
WATSONVILLE JCT.
LOGAN
SARGENT
HOLLISTER
A
CASTROVILLE
SALINAS
SPRECKLES JCT.
C
LAKE MAJELLA
MONTEREY
SPRECKLES
I
F
KING CITY
I
C
CAMP ROBERTS
SAN MIGUEL
SANTA MARGARITA
CAMP SAN LUIS OBISPO
GOLDTREE
SAN LUIS OBISPO
O
HADLEY
C
GUADALUPE
E
S.M.V.R.R.
ROADAMITE
A
TANGAIR
CAMP COOKE
SURF
LOMPOC
WHITE HILLS
N
WEST SANTA BARBARA
SANTA BARBARA
OJAI
VENTURA JCT
MONTALVO
HUENEME
V.C.RY.

COAST DIVISION